



# Hongkong Daily Press.

ESTABLISHED 1867

Registered as a Newspaper at the General Post Office in the United Kingdom.

NEAR OR FAR  
IS THE SAME  
TO YOU  
WHEN YOU USE  
LAZARUS'  
BIFOCAL GLASSES.  
N. LAZARUS,  
Optician,  
12, Queen's Road C. H.

No. 20,146 號六十四百一第萬二第 日二初月二十年戌戊 HONGKONG, THURSDAY, JANUARY 18TH, 1928. 四拜禮 號八十月一年二十國民華中 PRICE, \$3 PER MONTH.

## INTIMATION

A NEW SPECIALITY  
BASS LIGHT  
SPARKLING ALE  
PURPLE TRIANGLE.

Specially brewed for hot climate, lighter than the well-known Red Triangle.

CALDBECK,  
MACGREGOR  
& CO., LTD.

15, QUEEN'S ROAD, CENTRAL.  
TELEPHONE: CENTRAL No. 75.

## GREENER GUNS.

The Far Eastern representative Messrs. W. W. GREENER, LTD., 29, Pall Mall, London, is at present in Hongkong and all sportsmen are cordially invited to inspect a few sample models "Greener" Guns now being shown at our store.

THE HONGKONG SPORTING  
ARMS AND AMMUNITION  
STORE.

5-6, Beaconsfield Arcade,  
Agents for W. W. GREENER, LTD.

A LING & CO.,  
19, Queen's Road, Central,  
HONGKONG.

## FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign Board and  
Mirror Making.  
Canton Marble in Various Shades.  
Photographic Goods of Every Description  
in Stock.  
Developing, Printing and Enlarging  
Undertaken.  
Telephone Central 1218.

## FRENCH LESSONS.

G. MOUSSON

15, Morrison Hill Road.

## PEAK TRAMWAY CO. LIMITED.

### TIME-TABLE

WEEK DAYS  
7.00 a.m. to 7.10 a.m.  
7.30 a.m. to 8.00 a.m. every 15 minutes  
8.00 " " 10.00 " " 10 " "  
10.00 " " 11.00 " " 15 " "  
11.30 " " 12.30 p.m. " 15 " "  
12.30 p.m. to 2.30 p.m. " 10 " "  
2.30 " " 4.00 " " 15 " "  
4.00 " " 8.10 " " 10 " "

### NIGHT CARS

8.50 p.m. to 9.00 p.m.  
9.30 p.m. to 11.00 p.m. every 20 minutes  
11.15 p.m. to 11.45 p.m. every 15 minutes

### SATURDAYS

Extra Car—12 midnight.

### SUNDAYS

7.00 a.m. to 7.10 a.m.  
7.30 a.m. to 8.30 a.m. every 15 minutes  
9.30 " " 11.00 " " 10 " "  
11.15 " " 12.00 noon " 15 " "  
12.00 noon to 1.00 p.m. " 10 " "  
1.00 p.m. to 2.30 p.m. " 15 " "  
2.30 " " 8.10 " " 10 " "

### NIGHT CARS

8.50 p.m. to 9.00 p.m.  
9.30 p.m. to 11.30 p.m. every 20 minutes  
11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or Cheques or Compro Order represented Bank Note.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15TH, 1927, until further Notice.  
(All previous Time Tables cancelled.)

### DOWN TRAINS

STATION		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
		Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local



**JOHN I. THORNYCROFT**  
AND CO., LTD.  
SHIPBUILDERS AND ENGINEERS  
London, Southampton and Basingstoke.

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS.  
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)  
UP TO 50 KNOTS.  
TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.  
MARINE AND STATIONARY OIL ENGINES  
8 TO 90 B.H.P.  
MOTOR VEHICLES 2 TO 6 TONS.  
WATER-TUBE BOILERS.

FOR QUOTATION, APPLY—  
10, KIUKIANG ROAD,  
SHANGHAI.

**Satisfactory Shirt-wear**

Perfection in fit, style, comfort and finish.

WHITE OXFORD MAT. With soft double cuffs. Cost each ... \$6.50 each. 3 for \$18.00  
With wristband. ... \$4.00 each. 3 for \$11.00  
WHITE ZEPHYR WITH COLOURED STRIPES. With soft double cuffs. Cost each ... \$6.50 each. 3 for \$18.00  
FRENCH PRINT WITH COLOURED STRIPES. With soft double cuffs. 2 soft collars to match each shirt ... \$8.50 each. 3 for \$24.00  
BEST OXFORD WITH COLOURED STRIPES. 2 soft collars to match each shirt ... \$8.50 each. 3 for \$24.00

"JAEGER" AND "VIYELLA" SHIRTS.

**MACKINTOSH**  
& CO., LTD.  
Men's Wear Specialists.  
Alexandra Building, Des Voeux Road.

**DONNELLY & WATSON'S**  
No. 10  
WHYTE

ALL agree that the best is the cheapest. EVERYBODY agrees that Watson's is a Whisky preserving the finest traditions of SCOTLAND'S BEST.

SOLE AGENTS. Tel. 838

**JARDINE, MATHESON & CO., LTD.**  
ENGINEERING DEPARTMENT.  
14, PEDDER STREET, HONGKONG.  
Tel. 331 & 215.

REPRESENTING  
**MERRYWEATHER & SONS, Ltd.**

**FIRE FIGHTING APPARATUS OF ALL DESCRIPTIONS.**

(1599)

### RUBBER IN MALAYA.

#### "ALARMISTS" OFFICIALLY ANSWERED.

The *Financial* says considerable interest was recently aroused in rubber circles by the publication of a letter from Mr. A. B. Milne, the well-known visiting agent, of Penang, to the Rubber Shareholders' Association, in which the opinion was expressed that 500,000 acres of rubber were permanently "down and out" in Malaya. The chairman of the Rubber Shareholders' Association has now received a letter from the Chief Secretary to the Government of the Federated Malay States, dated October 23rd last, enclosing copy of a memorandum prepared by Mr. F. W. South, of the Agricultural Department, upon Mr. Milne's letter. The Chief Secretary has also forwarded copies of this memorandum to the Planters' Association of Malaya and to the local branch of the Rubber Growers' Association.

**EXAGGERATION.**  
In his memorandum Mr. South describes Mr. Milne's statement as being of an alarmist nature and expresses the view that the estimate of 500,000 acres is much exaggerated, going on to state that, although it is very difficult to form an estimate, he doubts, on the whole, if 50,000 acres of rubber are yet destroyed and rendered permanently useless in Malaya. Mr. South also contradicts Mr. Milne's statement that disease is spreading all over the country as a result of neglected drainage and preventing measures.

After dealing with this question in considerable detail Mr. South concludes his memorandum as follows:—  
"It is of course, desirable that as much money as possible should be available for general upkeep of estates and attention to control. It is not to be considered that very much harm has yet been done, though continual financial difficulties must inevitably have their effect in reducing the value of rubber estates, especially through the action of diseases. There is no need for alarm at present, but it is certainly well to emphasize the necessity for spending as much of the available money as possible on the estates and as little as possible on charges of the estates."

**RESULTS OF THE SLUMP.**  
Mr. A. B. Milne has by the same mail forwarded to the chairman of the Rubber Shareholders' Association, a copy of the reply which he has addressed to the Chief Secretary dealing with the above criticisms. Mr. Milne writes that in his estimate of 500,000 acres as being "down and out" in Malaya he referred to a proportion of the total area supposed to be under rubber in the peninsula and not to any particular type or class of rubber. He reiterates his opinion that this area is increasing very rapidly as a direct result of slump conditions, and after dealing in detail with Mr. South's observations with regard to the spread of disease Mr. Milne concludes that the only point at real issue, is the very great discrepancy between the respective estimates of Mr. South and himself in the matter of unremunerative areas, which is of sufficient importance to merit close investigation. Mr. Milne suggests that the outcome may possibly be something in the nature of a reliable census, of which the industry stands badly in need.

### BOMB OUTRAGE AT MACAO.

Just as the s.s. *Sui Tai* drew alongside the wharf at Macao on Tuesday evening a heavy explosion was heard in the neighbourhood of the Wharf. Enquiries showed that it was a bombing outrage which occurred at a Chinese hotel named the Kong Nam. No person was injured, but the hotel was considerably damaged, most of the windows having been blown out.

It is not known what object the bomb throwers had in view.

### A CHILD'S PRIMER OF THINGS CHINESE.

THE FOREIGN AD-VICE.

Behold, my Child, a learned man Who, doubtless, since the world began, Predestined was to grace the spot. And tell the Chinese just what's what. He's really bright as bright can be; And pulls down a big salary. But, should you ask, my Child, what he Has done to earn it, Deary me! I fear that I must shake my head. And say, "tis time you were in bed!" Though versed in old and modern lore, You'd best be wiser to de-plore What he's done, he would not score; But simply make his nose sore! How then, his job does he maintain? Come, hug me close while I explain. He utters nothing but what's nice, And never, never gives advice. 'Tis thus he may, ten years or so, Direct the Land for good or woe! —From the *Peking and Tientsin Times*.

### IF YOU WEAR GLASSES

there is almost as much comfort and pleasure in wearing Pince-nez Eye Glasses, as there is in possessing a perfect pair of eyes—for they fit so comfortably and securely that you forget you have them on—the most important improvement in eye-glasses in the past twenty-five years. Pince-nez Eye Glasses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent optical manufacturing establishment in South China—located in 63, Queen's Road, Central—Advt.

### THE KAILAN MINING STRIKE.

#### A QUAINT EXPRESSION OF GRATITUDE.

The following advertisement appears in recent issues of the *Tientsin papers*: SOURCE OF STRIKE IN KAILAN MINING ADMINISTRATION.

For the purpose of burlesqueing subsistence, we, the labourers of five Mines, were inevitable, to have the establishment of strike; though Mining Company sympathized to have our wages increased one-tenth beforehand but there was some misapprehension being caused us to maintain the strike instead of accepting the increase of wages; and the reconstituted of Military and Police Circles took no good consequence for many days on account of the suspicion not yet disengaged, so the procrastination of works was not over until more than twenty days. We have conscience and are to be sure that Mr. A. Doquer, the Engineer in chief of five Mines, has maltreated no labourers since he took up his post in Kailan Mining Administration; not only the labourers received from him the treatment of equality but also the villagers, the gentry circle, and the commercial world, none of them were not the obtainers of his bounty while any virtuous act occurred; from which his reputation was before the public at large. In course of battle between the Military troops of Chihli and Moukden, the communication discontinued, and no transportation was able to be had for coal; Mr. A. Doquer apprehended thoroughly that most of the labourers were in exceeding poverty; the works should stop and yet continued without any interruption; promoting charity, devising means to transport grains for supporting deficiency, allowing the families of labourers to have entrance into the Mining yards in order to avoid dangerousness. By this time we found quite uncivilized what we did and affected by shame for being ungrateful for the above mentioned beneficence; we were now in uneasiness of extremity for having no scheme to pacify this problem. Fortunately, Mr. R. T. Scherjon the Catholic Father at Tientsin, whom we extremely esteemed for his serious deeds, was willing to have the ruth of mediation, and patiently declared that the suitable treatment should be fixed by the Mining Company for operations. We were quite sure that Mr. R. T. Scherjon the Catholic Father was commonly in credit of everything so we followed his proposition and commenced our works on the seventeenth of November, 1922; and the sympathy for each was actually happened on last pay day. We took notice of another proclamation being recently published, the article that recorded in it was: "notwithstanding the services of Mining Company and contractors, should anyone be wounded, while working, three months' wages are to be bestowed, and the compensation and other sympathies are to be given besides, if the wounded man becomes invalid after three months." This is the goodness beyond our requisition which causes us exceedingly uncomfortable on accepting it; as we are merely labourers, having no means to repay such great favour except to advertise in newspapers for indicating our hearts of gratitude.

LABOURERS OF FIVE MINES OF KAILAN MINING ADMINISTRATION.

**AUTOMATIC TELEPHONES FOR INDIA.**  
The following extract from the *Electrical Review* will not be without interest to Hongkong while the future of the local telephone service is under consideration: Following the example set by the Post and Telegraph Administration of the Indian Government in installing Strowger automatic telephone equipment at Simla, Lahore, and Amritsar, and the successful results obtained thereby, the Bombay Telephone Co. has decided to give its subscribers the benefits of Strowger service also, and will shortly proceed with the installation of equipment to serve a total of 11,000 lines in the City of Bombay. The contract for this equipment has been secured by the Automatic Telephone Manufacturing Co., Ltd., in whose Liverpool factory the whole of the apparatus will be manufactured. It is anticipated that the installation will be completed and the new system ready for the cut-over early in 1924. Bombay is particularly well adapted for the successful exploitation of the Strowger system, as fewer than 52 different languages and dialects being in common use among the population of approximately one million. The proposed total of 11,000 lines will be housed in two exchanges, the present "Central" accommodating immediate equipment for 8,500 lines, and making provision for an ultimate capacity of 15,000. The other exchange, to be known as "Gell Street," will replace a temporary manual exchange which has just been completed at the Northern end of the city, and equipment will be provided there for immediate requirements with 4,500 lines and an ultimate capacity of 15,000. The five-digit system will be adopted and provision made for connection to all long-distance toll lines entering the city. The scheme embraces line switches of the rotary type, together with covered type selectors and connectors. Economies in floor space and cabling will be secured by the adoption of the "Unit" type intermediate distributing frame for the line circuits. Under this arrangement cross connecting frames are mounted on top of the individual units and, whilst affording exactly the same facilities, dispense with the necessity for a separate intermediate distributing frame. Standard selector and repeater trunk boards will be installed, together with (Continued at foot of next column.)

### INTIMATIONS

**AMERICAN EXPRESS CO.**  
ESTABLISHED  
AMERICA 1841, EUROPE 1891.

HEAD OFFICE:  
65, Broadway, New York.

### INTERNATIONAL BANKING

Eighty offices are established in the principal Cities of the World to provide commercial organizations and private individuals with a complete International Banking Service.

COMMERCIAL LETTERS OF CREDIT.  
DEPOSIT AND CURRENT ACCOUNTS.  
FOREIGN EXCHANGE.  
TRAVELERS CHEQUES.  
LETTERS OF CREDIT.  
CABLE AND POSTAL REMITTANCES.  
PURCHASE OF BILLS OF EXCHANGE.

Every Approved Banking Transaction.

R. P. BOYCE,  
Manager.

1st January, 1923.

### THE KEY TO GROW RICH.

**THE CHINA INDUSTRIES DEVELOPMENT BANKING CORPORATION LIMITED.** of 5 DUNDAS STREET, gives to all its Depositors a Handsome Rate of Interest.

AUTHORISED CAPITAL \$1,000,000.00

### INTEREST

For Fixed Deposits—  
1 year ... @ 6 Per cent.  
9 months ... @ 5 1/2 "  
6 months ... @ 5 "  
3 months ... @ 4 1/2 "  
For Current account ... @ 2 "  
For Special Deposit ... Personal Arrangement.  
For Current Savings ... @ 4 1/2 Per cent.  
For Fixed Savings ... Regulations Obtainable.

CHIU CHU KEE,  
Manager.

### THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE:  
York Building, Chater Road Hongkong.  
BRANCHES:  
Shanghai—51, Kiangse Road.  
Hankow—British Consession.

CORRESPONDENTS IN:  
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.  
Attractive rates for all kinds of Deposits. Inquiries are welcome.

T. B. MAI,  
Manager.

### THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:  
St. George's Building, Hongkong.

Chairman of Board of Directors,  
MR. WONG SHUI HAM.

Chief Manager, ... Mr. L. S. HOLUM  
Asst. Manager ... Mr. E. T. WONG  
Hongkong Manager, Mr. I. P. ALLEN

Foreign exchange and General Banking business transacted.

Current, Savings and Fixed Deposits bear interest at rates of 2 1/2 per cent., 4 per cent., and 6 per cent., per annum, respectively.

L. S. HOLUM,  
Manager.

Hongkong, October 2nd, 1920.

### DAIRY FARM NEWS.

### ICE CREAM.

We hereby beg to remind our numerous Customers that their Orders for ICE CREAM must be placed 24 hours before delivery is required.

[1923]

When in doubt about your eyes!

or your glasses

Consult

**CHINESE OPTICAL CO.**

Eye-sight Specialists.

67 QUEEN'S ROAD CENTRAL

Hongkong.

### AGENTS AND MERCHANTS.

We manufacture products that are sold everywhere at profits ranging from 100 to 400 per cent.

MODERN PORTRAITS, CONVEX GLASSES, SERVING TRAYS, WINDOW GLASS, MOUNTING.

MIRRORES, PICTURE FRAMES, LUMINOUS CLOCKS, CHINA GLASS, PAINTS, PAINTING, ART FLORAL PLAQUES WITH AQUA VERA PHOTODUPLICATIONS, OIL PAINTING, ETC.

**OLIVER PAN-AMERICAN EXPORTERS.**  
288 J. H. Dix Street, Chicago ILL. U.S.A.

power equipment designed to carry the ultimate load except for the batteries which, at the outset, will only be fitted with sufficient plates to provide amperes-hour capacity for immediate requirements.

### NOTICES TO CONSIGNEES

#### NOTICE TO CONSIGNEES

FROM NEW YORK AND YOKOHAMA.

#### THE S.S. "GOTHIC PRINCE"

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on 17th Jan., 1923, at 10 A.M.

All claims must be presented within 15 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., 1923, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., St. George's Building. Telephone 318.

Hongkong, 11th January, 1923. [215]

#### NOTICE TO CONSIGNEES

The Steamship "FIUME L."

FROM TRIESTE, VENICE, BRINDISI, PORT SUDAN, SPALATO, PORT SAID, ADEN, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 12th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 23rd inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 10 A.M., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

223]

#### NOTICE TO CONSIGNEES

The Steamship "PATHAN."

FROM LIVERPOOL, GLASGOW AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 14th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 21st inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 10 A.M., by our Surveyors Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

235]

### PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, RF, RU, RW, TR, TU, VQ.

**FOR SALE.**—Angus Sanderson 4-Seater CAR with electric lighting and starter, spare wheel and tyre, luggage grid, in good running order. Apply Box No. V.U., c/o Daily Press Office. [14]

**WANTED.**—Immediately. Male Short-hand TYPIST. Apply to WILKINSON & GIBB. [13]

**WANTED.**—Britisher having Twenty years' Experience Far East. Thoroughly acquainted with Exports and Imports, in charge several years Large Concern Hongkong, thorough knowledge of Foreign Languages, able bring First Class Europe and American connections, is open for Engagement. Write Box V.T., c/o Daily Press Office. [12]

**NO LET.**—Office Central Locality—Immediate Possession—Apply Box V.B., c/o Daily Press Office. [10]

**FOR SALE.**—Auxiliary Cruiser Yacht "BITA," Length 32' 6", Beam 8'. Built of Teakwood, throughout, Cabin 8' 7" not three years old, all fittings brass, just thoroughly overhauled. Engine in perfect working order. Teakwood dingy 10'. For Particulars, etc., Apply to Box V.B., c/o Daily Press Office. [11]

**HONGKONG METEOROLOGICAL REGISTER.**

Hongkong Observatory, January 17th.

Particulars	at 8 a.m.	at 12 p.m.	at 4 p.m.	at 8 p.m.
Barometer	30.11	30.24	30.18	30.18
Temperature	63	55	62	62
Humidity	41	44	41	41
Wind Direction	E	NNE	E	E
Force	2	2	2	2
Weather	0	0	0	0
Rain	0.00	0.00	0.00	0.00

Highest open-air Temperature on 16th ... 63  
Lowest open-air Temperature on 17th ... 55



# THE SITUATION AT CANTON. EVACUATION OF CHEN'S TROOPS BY RAIL. SCENES AT THE RAILWAY STATION.

Yesterday's information from Canton is to the effect that the City is quiet. There are reports of some looting by General Chen Chung Ming's rear guard, but at a late hour on Tuesday night the city was full of Kwangsi troops, which means that it is now really in the hands of the invaders.

The fact that the evacuation of General Chen's troops was still in progress seems to indicate that terms have been arranged.

Yesterday the fleeing troops seized more rolling stock to convey them to Sheklung. It was estimated at fifteen minutes yesterday that the number of soldiers remaining to be evacuated by train was something like 2,000. At one time it was thought that the line would be opened for through service to-day, but yesterday's further seizure of rolling stock has disorganised matters once more, and the railway authorities deem it advisable to declare the line closed for a further day.

Perhaps the most interesting information to hand yesterday is an account of the flight of General Chen Chung Ming and the disorder and confusion that occurred at the Canton Railway Station immediately afterwards. Chen left by special train at 5 p.m. on the 15th inst. The station, and the surrounding district was packed by his soldiers in orderly array. Arrangements were made previously by Chen with the Canton railway authorities for the immediate conveyance of his troops to Sheklung.

Directly Chen's train steamed out of the station the soldiers ignored the commands of their officers and rushed the platforms where coaches were being backed in to convey them away. There was an uproar, and many free fights. The more sensible of the soldiers took matters in their own hands and repeatedly drove the rabble back. The Canton railway authorities working under great difficulties managed to entrain 3,000 soldiers and these were sent off. Then the more turbulent section of the soldiery rushed the platforms and took possession. By this time all available rolling stock had been used for the conveyance of troops and not a coach was left in the station. Realizing the importance of getting a start early, the rabble commenced to trek along the railway track. Empty trains, being rushed back from Sheklung, were held up and boarded by the soldiers, who fought for their places on the trains. Each train was filled until there was not even standing room, and the engines, not having shunting facilities, were compelled to push the trains instead of pulling them until the next station was reached where the engine was shunted to the front of the trains. On disembarking at various points near Sheklung the trains were left without protection all along the line. By yesterday morning the Chinese section had coped with the rush and there were signs of things quietening down until soldiers again raided the station and seized the rolling stock. It was expected that all Chen's troops would have evacuated the City by last night.

## EX-OFFICIAL IN HONGKONG.

Dr. Lew Yik Lan, who was Commissioner for Foreign Affairs under the late regime at Canton, arrived in Hongkong from Macao yesterday. It is said that he is making his way to Canton to take part in the pacification of the City there, though there is no confirmation of this report.

## TOURISTS DISAPPOINTED.

On the advice of the American Consul-General in Hongkong, the American Express Company have cancelled their arrangements regarding the visit to Canton by train of the 400 American tourists travelling on the *Laconia*.

## DR. SUN ON GENERAL CHEN'S "CRIMES."

The following is a translation of a recent statement broadcasted by Dr. Sun Yat Sen:

"The traitorous acts of General Chen have been leprosy and during the six months of his administration of Kwangtung, provincial conditions have gone from bad to worse and the corrupt officials and ill-disciplined soldiers have done great harm to the people. What is more, he has secretly encouraged gambling, thus affecting the daily lives of the poor. Further, he has been proceeding with aggressive plans. In the west he has instigated the Yunnan forces in Kwangsi and likewise the local soldiers to co-operate with him in fighting against Fukien. This action in itself is enough to arouse the ill feeling of the citizens."

"When I departed from Kwangtung last August, I instructed the various military commanders to make united efforts to operate against their enemy. According to a late report, the Punitive forces in the west, under General Yang Hsi Ming, Commander in Chief of the Yunnan armies, has been in co-operation with the Chief of the Kwangsi troops, General Lin Chen Kuang, and have occupied Tongchuen on December 27th. On the next day, they joined the third and fourth divisions of the Kwangtung armies in taking Wuchow. With the assistance of General Shen Hung Ying, the opposing armies have retreated. This has pleased me very much and I congratulate the brave officers and men for their action."

(Continued at foot of next column.)

# "SUI AN" PIRACY. MAN DETAINED BY THE MACAO POLICE.

## ALLEGED PIRATE BROUGHT TO HONGKONG HEAVILY GUARDED.

There have been many rumours of reported captures of members of the gang who carried out the piratical attack on the *Sui An*, two months ago, but these proved to have no foundation in fact.

A man who is alleged to have been one of the pirates was detained in Macao and a day or two ago was handed over by the Macao authorities to the Hongkong police.

The man was a member of a gambling school at Macao, but is said to have "not played the game" with the other members and a quarrel arose over the distribution of certain gambling proceeds. The man is said to have taken more than his share. Chagrined at his action members of the school, said to be in possession of information concerning the movements of the *Sui An* pirates, took their revenge on him and reported him to the Macao authorities as one of the wanted pirates.

The Macao police at once took steps to investigate the matter and as a result of their inquiries the man was detained. On Tuesday he was shipped on board the s.s. *Sui Tai* and sent to Hongkong under an armed guard, consisting of one Portuguese policeman and two Chinese detectives. On arrival in Hongkong the steamer was met by the Chief Chinese detective and two Chinese assistants. The man's handcuffs were removed and he was re-handcuffed to the wrist of one of the detectives and taken to the Central Police Station.

A number of people who were on the *Sui An* at the time of the piracy were summoned to the Central Station yesterday afternoon to attend an identification parade, including Inspector Kent and others.

"We learn that as the result of the identification parade no proceedings are to be taken against the man. He was not identified by any of those who examined the men on parade as having taken part in the piracy."

against the enemy and their devotion toward the extermination of the harm facing the people. The Cantonese should, therefore, be of one accord in this fighting."

"It is learned that the enemy has recently fabricated the rumour that the entry of alien forces might endanger the province of Kwangtung. That is groundless because the punitive forces are in absolute obedience to the command to exterminate the traitors for the nation at large and for the province of Kwangtung in particular. They are fighting for morality and the national law, without the slightest wish for self aggrandizement. Immediately upon the consummation of the work of the punitive expedition, they will return to their respective duties. They will either be employed as a defence force of the national army or for local service."

"It is earnestly to be hoped that we, the Cantonese, who have suffered much from the hands of Chen Chung Ming and know well his crimes, should at the present time, when the punitive forces are making efforts to oust him from power, bravely come to the front and offer our assistance, so that the great task may achieve success at the earliest possible date and peace be restored to every district."

## CHINESE REJOICINGS IN HONGKONG.

## ORGANISED CRACKER FIRING BY SUN'S FOLLOWERS.

When the news of General Chen Chung Ming's evacuation of Canton became known in Hongkong on Tuesday, followers of Dr. Sun Yat Sen's party thought the event of sufficient importance to organize celebrations on a large scale. In spite of the strict regulations in force regarding the firing of crackers in the streets except at certain periods of the year, noisy demonstrations were made. Fire crackers were used freely, principally in the main streets and on the Praya. The demonstrators were most lively in the Western district where the tram traffic was held up for something like a quarter-of-an-hour. Vehicles of all sorts were bombed by crackers and in the end the demonstration became so disorderly that the police patrols were strengthened to deal with the situation. Many arrests were made at West Point, the offenders being principally restaurant proprietors. It is understood that Police Court proceedings are being taken against these men. During the excitement a youth is said to have been injured and he is now in hospital. There was one case mentioned in Court yesterday, when a small boy was charged with using sand bombs. He pleaded ignorance of the regulations and said that he was "just from the Country," and that he joined in the fun. The Magistrate (Mr. J. B. Wood) asked the Inspector in charge of the case to set one of the bombs off outside the Court. It went off with a terrific bang and his Worship was satisfied that it was an annoyance and imposed a fine of \$5.

# THE "LACONIA" ARRIVES. AMERICAN WORLD TOURISTS SEE THE SIGHTS OF HONGKONG.

Chartered by the American Express Company to carry over four hundred American tourists round the World, the Cunard liner *Laconia* arrived in Hongkong yesterday afternoon. The Press Agent says it is the first time any one boat has gone on an all-round-the-world trip purely for the purposes of pleasure.

"Tourist parties," he says, "have, of course, been conducted round the World, but in every case change of boats has had to be made at certain points." This, however, is not the case. Before the war two or three similar trips were organised. One party travelled on the Hamburg-American liner *Cleveland*, which was specially chartered for the purpose.

Amongst the passengers the *Laconia* has on board at least eight or nine are millionaires, and there are a number of people whose names are household words in all American homesteads. Mr. Herbert Pratt, the First Vice-President of the Standard Oil Company, is on board with his wife and family, and is mixing business with pleasure by keeping his eyes open for any opportunities which come his way and which might be of some benefit to his company. Another interesting passenger is Mr. H. W. Embree, who is reported to be the biggest man in lumber in America to-day. Then, also, there are a number of well-known Movie magnates on board, including Mr. Robert Ellis, and his wife, the popular little cinema actress, known to the World as May Allison, and Mr. Robert Vignola, a director of Paramount pictures, and the producer of one of the most costly films ever made, viz. "When Knighthood was in flower." These three are all watching for good locations, and are indulging in a good deal of photographic work for that purpose. May Allison and her husband have managed to gather a most interesting collection of curios in the course of their wanderings, and these they intend to work into future films. Not the least interesting personality on board is General H. L. Miner who fought and lost a leg in the Great War.

The *Laconia* left New York in November, and travelling via the Panama Canal came on to Japan and from thence to Hongkong. On the way from Shanghai to Hongkong the vessel called in at Keelung for the purpose of seeing something of Formosa. This was a stop somewhat off the beaten track, and the natives were amazed at the sight of so many Americans all together. Indeed a considerable amount of difficulty was found in accommodating the visitors. On returning to the ship, which was lying some way out of the port, the tender was somewhat exciting time. The weather was extremely rough and a high wind was blowing. The boats experienced very great difficulty in getting alongside of the gangway, and once alongside it was necessary to wait till each tender was level with the gangway before the passengers could be lifted on board. One man was unlucky enough to fall overboard, but he was soon picked up.

The vessel will remain in Hongkong till Friday, and meanwhile the tourists will be shown the many sights of the Colony. For this purpose they have been split up into four equal groups, and a staff of guides has been arranged to conduct them round. It was originally intended that they should visit Canton, but in view of the present trouble, that has been deemed impossible. However, five of the more adventurous members of the party, headed by Mr. H. L. Ripley, the well known New York cartoonist, intend making the trip in order to see for themselves what Chinese warfare is really like. In all probability a trip will be arranged up to Macao, but yesterday afternoon this had not been definitely settled.

The *Laconia* has had an excellent voyage out, and with the exception of the last few days the party has been favoured with delightful weather. Socially the voyage has been a great success, and everyone has had a thoroughly enjoyable time. A lodge of Freemasons has been installed on board, and lodges of Rotarians, Shriners, and American Legionnaires. Everything possible has been done for the comfort of the passengers.

The vessel herself is beautifully fitted throughout, and can truly be said to stand in the front rank of ocean-going liners. Having a gross tonnage of nearly 20,000, she is over 600 feet in length, 45 feet in depth, and has a beam of 73 feet. Amongst the most prominent features for the comfort of the passengers are the beautifully appointed garden lounges. All the public rooms are grouped very conveniently around the main central hall. The dining room is a dream of artistic conception, the walls being worked out in wide panels, treated in Wedgwood tints. The main decorative scheme consists of numerous Pergolins, mounting the room is an open balustrade, well upon which an excellent orchestra plays during meals. The smoking rooms and drawing rooms are all delightfully shaded, and breathe the very atmosphere of luxury.

Capt. F. G. Browne, R.N.R., is in command of the ship. The expedition is in the charge of Dr. C. L. Babcock, with the assistance of a staff of twenty-two guides. Before returning to America the party will proceed to Ceylon, Java, India, Egypt, the Holy Land, Italy, Monaco, and Gibraltar. It is the intention of many to leave the ship at Naples, and then go overland via Switzerland, to Havre, and thence to England.

# SHOTS ON THE PRAYA. EUROPEAN POLICE SERGEANT SUR- ROUNDED BY HOSTILE CROWD.

An unpleasant incident occurred on the Praya Central on Tuesday afternoon, when a European police sergeant found it necessary to use his revolver before he could disperse a hostile crowd. Early in the afternoon the Chinese had received news of the defeat of Chen's troops. Accordingly they set about merry-making, and ceaselessly let off crackers on the Praya from five o'clock till seven. The sergeant interfered, and asked them whether they had the necessary permission to fire off crackers. Apparently some misunderstanding arose, and a hostile crowd of Chinese looters gathered round and adopted a threatening attitude. Finally the sergeant found himself in such a precarious position that he drew his revolver and fired a couple of shots into the air, at the same time blowing his police whistle. Two Chinese detectives came on to the scene and also drew their revolvers, whereupon the crowd, deeming discretion the better part of valour, melted away.

## EMBEZZLER SENT TO GAOL. BANK CLERK GOES TO SHANGHAI WITH \$12,700.

The case in which an employee of the Bank of Hongmoon, was charged with the embezzlement of \$12,700 belonging to the firm was concluded at the Magistracy, yesterday afternoon.

The defendant, who is named Leung King Man, pleaded guilty to the charge. Mr. Leo d'Almada, for the prosecution, informed his Worship that \$8,500 in Hongkong currency was found on the defendant's person at the time of his arrest in Shanghai, together with a bank draft for \$3,000 in Shanghai currency. There was also the sum of \$1,500, which the defendant had deposited with a local firm and which had since been handed over to the Police. The defendant was prepared to hand over all the money to his employer. There only remained the sum of \$800 which had not been recovered.

The Magistrate (Mr. Lindsell) in sentencing the defendant, said: You have deliberately robbed your employer. Fortunately your employer does not wish to send you to trial, otherwise you would have probably got several years' imprisonment. As it is you will go to prison for six months.

His Worship made an order that the bank draft together with the sums of money be returned to the complainant.

## STAMPED RECEIPTS RE- QUIRED FOR WAGES. A PROSECUTION AND CONVICTION.

According to the police, employers are expected to give properly stamped receipts for wages received. There was such a case at the Police Court, yesterday morning, when Miss M. Noronha, employed as a clerk at the Western Casualty Company, No. 17, Queen's Road Central, was summoned before Mr. Lindsell, for not having placed the necessary stamp on a receipt.

Mr. Leo d'Almada, appearing for the young lady, said that it was Miss Noronha's first situation. When she received her salary of \$50 she was asked to make out a receipt. She typed one out and signed it. Strictly speaking it was really a receipt given by an employee to an employer.

Mr. Lindsell said he proposed to fine the defendant the nominal sum of \$1.

## A CURIOUS ACCIDENT. BURIED IN AN EARTH TRUCK.

A coolie excavating on the hillside at the back of the Kowloon Dock on Tuesday was caught in the avalanche of earth and stones and deposited into one of the earth trucks standing in position at the foot of the hill. He was buried in the truck by the earth and rocks brought down by the slide. His workmates worked feverishly for his release but when they succeeded in emptying the truck he was found to be dead. Death is believed to have been due to suffocation.

## SPORT. CRICKET. HONGKONG C.C. v. NAVY.

The following have been selected to represent the Hongkong C.C. in a League match against the Navy, on the Club ground on Saturday, at 2.15 p.m.:—R. Hancock (capt.), T. E. Pearce, L. J. Davies, A. A. Claxton, B. E. A. Webster, H. Owen Hughes, E. G. Lemmer, A. H. Wild, F. H. Farthing, J. D. Humphreys and G. A. Chadwick.

## BILLIARDS. CHAMPIONSHIP OF THE COLONY.

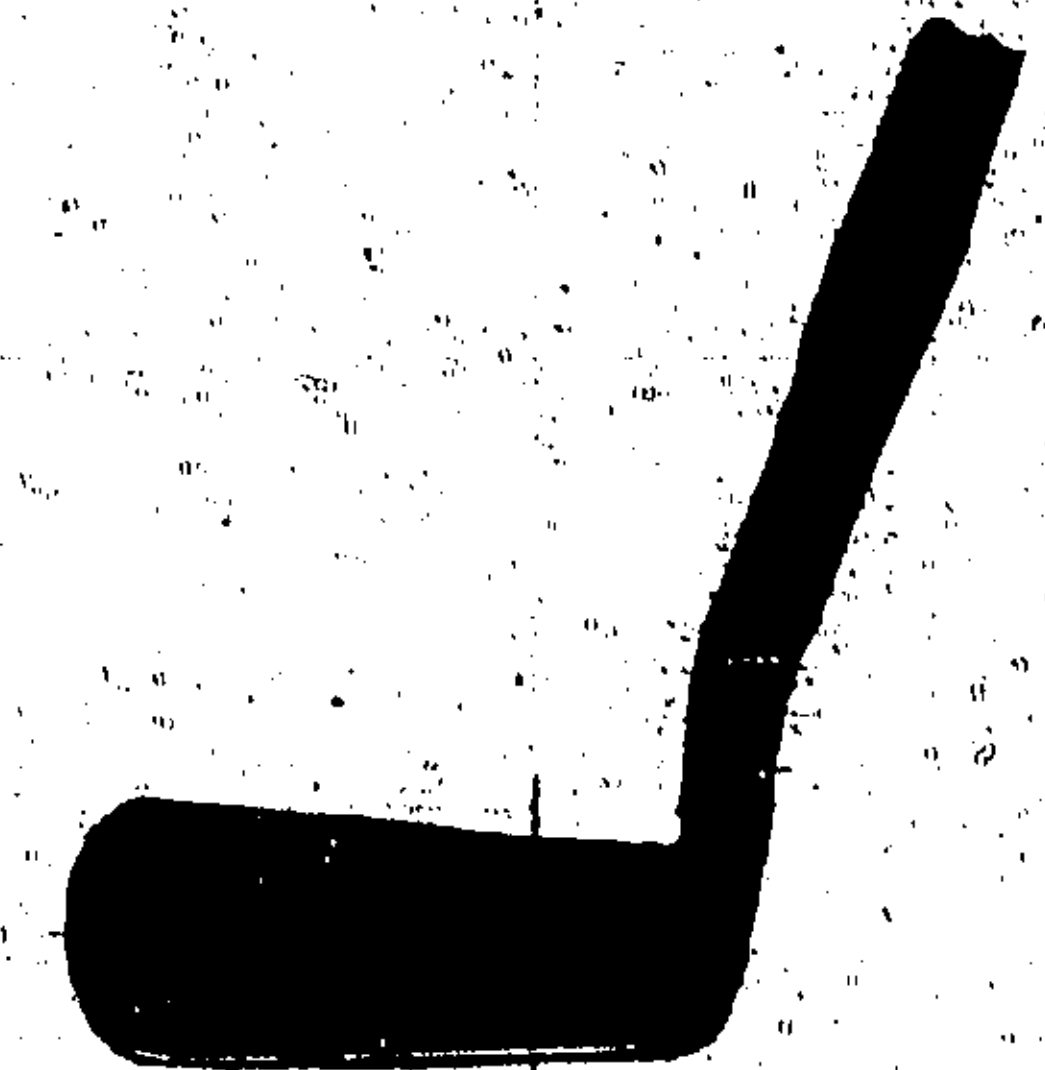
At a Meeting of the V.R.C. Committee, held last night, it was decided to commence play for the Championship of the Colony on Monday, January 20th. Following is the result of the draw:—

First Round, Mr. M. R. Beltrac v. Mr. L. A. Osmond; Hon. Mr. Claud Severn v. Mr. Earnshaw. The following competitors have drawn byes:—Messrs. F. Kwok, A. Tse, A. J. Osmond, Ho Shai Cheong, A. Rozario, F. Luz, J. Ribeiro, J. Witchell, C. Tsang, R. Earnshaw, E. Barros, Maj. Wright, P. Leung.

# PUTTERS

CAN WE ASSIST YOU ON THE GREEN?

TAYLORS



FORGANS

THE OLD FAVOURITE ACCURATE PUTTER.

OTHER PATTERNS INCLUDE

SPALDING'S GOLD MEDAL WOOD PUTTERS  
BRAID-MILLS ALUMINIUM  
JAMES BRAID'S "ORION"

IN  
Medium and Upright Lies, and All Weights.

SPALDING'S



GIBSON'S

YOU'DS PATENT ALUMINIUM PUTTER.

1st Floor. SPORTS DEPT. 1st Floor.

## LANE, CRAWFORD, LTD.

## MUSIC ALBUMS.

GRAND OPERA AT HOME.  
LIGHT OPERA AT HOME.  
MOST POPULAR OPERA SONGS.  
MOST POPULAR COMIC OPERA SONGS.  
MOST POPULAR DRAWING-ROOM SONGS.  
ETC.

AT

## ANDERSON'S.



TELEPHONE C. 3146.

## NEWEST NECKWEAR.

We have just received a new stock of Gentlemen's High-class Neckwear.

This comprises some very smart and attractive designs. They are made of a good quality silk and offered at the

## LOWEST POSSIBLE PRICE.

WE INVITE INSPECTION.



## NEW ADVERTISEMENTS

G. R.

FOR SALE BY TENDER.

ON VIEW AT H.M. NAVAL YARD,  
WEL-HAI-WEI FROM 10th  
JANUARY, 1923.

- (1) Single Screw STEAM TUG "HESPER",  
Fitted as a Fire Float Salvage and  
Water Tank Vessel. Length 110 feet,  
Displacement 400 tons L.H.P. 300.  
(2) IRON COALING LIGHTER No. 0452.  
Length 125 feet. Capacity 300 tons (two  
holds). Fitted with Captain, Derrick and  
Wind.

Forms of Tender giving full description of  
the above Craft may be obtained on application  
to the NAVAL STORE OFFICER, H.M. NAVAL  
YARD, Hongkong.  
Latest date for receipt of Tenders at  
"Wei-hai-wei, Noon, 10th February, 1923."  
(Signed) E. J. ADAMSON,  
Naval Store Officer,  
H.M. NAVAL YARD,  
WEL-HAI-WEI.

244

## NATIONAL LOANS.

SUBSCRIBERS to the National Loans  
of the Third Year of the Republic (1914)  
and the Eleventh Year of the Republic (1922)  
ARE HEREBY NOTIFIED that Drawings  
for the redemption of the above Loans will be  
held this year as follows:-  
1st. December, 1922. 1st Drawing of the  
Third Year Loan (\$2,750,000); redemption  
begins 31st December.  
10th May, 1923. 1st Drawing of the Eleventh  
Year Loan (\$1,000,000); redemption begins  
31st May.  
10th November, 1923. 2nd Drawing of the  
Eleventh Year Loan (\$1,000,000); redemption  
begins 30th November.  
As the Sixth Redemption Instalment  
(\$4,638,740), due on the Fourth Year Loan,  
is the first one, no Drawing will take place;  
but redemption of the remaining undrawn  
Bonds will commence on 15th April.  
The service of the above three Loans is con-  
ducted independently, and forms no part of  
the National Consolidated Loan Service.

F. A. AGLEN,  
Inspector General of Customs,  
Inspectorate General of Customs,  
Peking, 6th January, 1923. [241]

## NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.'S STEAMER  
"DELTA."

ARRIVED HONGKONG ON 16TH JAN., 1923.

FROM ANTWERP, LONDON, GIBRALTAR,  
MARSEILLES, PORTSAID, ADEIN,  
BOMBAY, COCHIN AND  
STRAITS.

CONSIGNEES of Cargo by the above-  
named vessel are hereby informed  
that their Goods are being landed and  
placed at their risk in the Hongkong and  
Kowloon Wharf and Godown Company's  
Godowns at Kowloon, where each consignment  
will be sorted out mark by mark and delivery  
can be obtained as the Goods are landed.  
Optional goods will be landed here unless  
instructions have been given to the contrary  
6 hours before arrival of the steamer.  
Goods must be cleared within 8 days, including  
date of arrival will be subject to rent.  
No Fire Insurance will be effected by us in  
any case whatever.  
Damaged packages must be left in the  
Godowns for examination by the Consignees, and  
the Company's Surveyors, Messrs. GODDARD  
& DOUGLAS, at 10 A.M. on Mondays and  
Thursdays.  
All Claims must be presented within ten days  
of the steamer's arrival here, after which date  
they cannot be recognised.  
No Claims will be admitted after the Goods  
have left the Godown.

MACKINNON, MACKENZIE & CO.,  
Agents.  
Hongkong, 16th January, 1923. [239]

## THE BEN LINE STEAMERS, LTD.

## NOTICE TO CONSIGNEES.

The Steamship "BENLEDI"

FROM LEITH, ANTWERP, MIDDLESBRO,  
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby inform-  
ed that all Goods are being landed at  
their risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong  
and Kowloon Wharf & Godown Company,  
Ltd., whence and/or from the wharves  
delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 22nd inst. will be subject  
to rent.  
All Claims against the Steamer must be  
presented to the Underwriter on or before the  
31st inst., or they will not be recognised.  
All broken, chafed and damaged Goods are  
to be left in the Godown where they will be  
examined on the 22nd inst. at 10 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO., LTD.,  
Agents.  
Hongkong, 16th January, 1923. [238]

## THE BEN LINE STEAMERS, LTD.

## SS. "BENAVON."

CONSIGNEES of cargo from ANTWERP,  
MIDDLESBRO and LONDON,  
per the above-mentioned steamer are hereby  
notified that the cargo has been transhipped  
at Singapore into the "BENLEDI," which  
Steamer arrived at Hongkong on 15th Jan.  
1923, and is now being landed at their risk  
into the hazardous and/or extra hazardous  
Godowns of the Hongkong & Kowloon Wharf  
& Godown Co., Ltd., whence and/or from the  
wharves delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after 22nd inst. will be subject to  
rent.  
All claims against the steamer must be  
presented to the Underwriter on or before the  
31st inst., or they will not be recognized.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 22nd inst. at 10 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO., LTD.,  
Agents.  
Hongkong, 16th January, 1923. [237]

## INTIMATIONS

## NOTICE.

THE HONGKONG AND CANTON ICE  
MANUFACTURING CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY ANNUAL  
MEETING OF SHAREHOLDERS in the  
above Company will be held at the Com-  
pany's Town Office, 2, Lower Albert Road,  
Hongkong, on THURSDAY, 25th day of  
JANUARY, 1923, at noon for the purpose of  
receiving the Report of the Directors and  
Statement of Accounts to 31st July, 1922.  
The Transfer Books of the Company will be  
CLOSED from 11th to 25th January, 1923,  
both days inclusive.

By Order,  
THE DAIRY FARM, ICE & COLD  
STORAGE CO., LTD.  
General Managers,  
(Sgd.) J. D. THOMSON,  
Acting Secretary.  
Hongkong, 8th January, 1923. [193]

THE HONGKONG CENTRAL ESTATE  
LIMITED.

NOTICE IS HEREBY GIVEN that the  
NINTH ORDINARY GENERAL  
MEETING OF SHAREHOLDERS in this  
Company will be held at the Office of Messrs.  
JARDINE, MATTHEWS & CO., LTD., on FRIDAY,  
25th JANUARY, 1923, at 11.45 O'CLOCK A.M.,  
for the purpose of receiving the Report of the  
Directors together with a Statement of Accounts  
for the year ending 31st December, 1922.  
The REGISTER OF SHARES of the Com-  
pany will be CLOSED from Wednesday, 17th  
January, to Friday, 26th January, both days  
inclusive, during which period no transfer of  
Shares can be registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary.  
Hongkong, 8th January, 1923. [302]

THE HONGKONG LAND RECLAMA-  
TION CO., LTD.

NOTICE IS HEREBY GIVEN that the  
TWENTY SECOND ORDINARY  
GENERAL MEETING OF SHAREHOLDERS  
in this Company will be held at the  
Office of Messrs. JARDINE, MATTHEWS & CO.,  
LTD., on FRIDAY, 26th JANUARY, 1923, at  
12 O'CLOCK NOON for the purpose of receiving  
the Report of the Directors together with a  
Statement of Accounts for the year ending  
31st December, 1922.

The REGISTER OF SHARES of the Com-  
pany will be CLOSED from Wednesday, 17th  
January to Friday, 26th January, both days  
inclusive, during which period no transfer of  
Shares can be registered.  
By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary.  
Hongkong, 8th January, 1923. [301]

THE HONGKONG LAND INVESTMENT  
AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the  
THIRTY FIFTH ORDINARY GENERAL  
MEETING OF SHAREHOLDERS in this  
Company will be held at the Office of  
Messrs. JARDINE, MATTHEWS & CO., LTD., on  
FRIDAY, 26th JANUARY, 1923, at 12.15  
O'CLOCK P.M., for the purpose of receiving the  
Report of the Directors together with a Statement  
of Accounts for the year ending 31st  
December, 1922.

The REGISTER OF SHARES of the Com-  
pany will be CLOSED from Wednesday, 17th  
January, to Friday, 26th January, both days  
inclusive, during which period no transfer of  
shares can be registered.  
By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary.  
Hongkong, 11th January, 1923. [218]

THE BANK OF EAST ASIA, LIMITED

NOTICE IS HEREBY GIVEN that the  
FOURTH ORDINARY YEARLY  
MEETING OF SHAREHOLDERS will be  
held at the Registered Office of the Company,  
No. 10, Des Voeux Road Central, at 3.30  
P.M., SATURDAY, the 3rd FEBRUARY,  
1923, for the purpose of receiving the Report of  
the Directors together with a Statement of  
Accounts for the year ending 31st December,  
1922.

THE TRANSFER BOOKS of the Company  
will be CLOSED from Monday, 22nd January,  
to Saturday, 3rd February, 1923 (both days  
inclusive), during which period no transfer of  
shares can be registered.  
By Order of the Board of Directors,  
KAN TUNG PO,  
Chief Manager.  
Hongkong, 12th January, 1923. [233]

THE HONGKONG, CANTON & MACAO  
STEAMBOAT CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND THIRD  
ORDINARY MEETING OF SHARE-  
HOLDERS in the Company will be held at  
the Office of the Company, 44, Des Voeux  
Road, on TUESDAY, 13th FEBRUARY,  
1923, at 12 O'CLOCK NOON, for the purpose of  
receiving a Statement of Accounts, declaring a  
Dividend and electing Directors and Auditors.  
THE TRANSFER BOOKS of the Company  
will be CLOSED from Monday, 29th January,  
to Tuesday, 13th February, both days inclusive,  
during which period no transfer of shares can  
be registered.

By Order of the Board of Directors,  
JOHN ARNOLD,  
Secretary.  
Hongkong, 12th January, 1923. [219]

THE HONGKONG JOCKEY CLUB

## ANNUAL RACE MEETING, 1923.

ENTRIES for the forthcoming Races close  
on SATURDAY, 27th inst., at 3 p.m., and  
must be sent to the Jockey Club, Room 2A,  
Chater Road, on or before this date.  
Entry Forms are now ready and can be had  
at the Jockey Club Stables, Jockey Club  
Room (Hongkong Club Annex, Chater Road),  
Race Course, Hongkong Club and LINSTEAD  
DAVIS, Alexandra Buildings.

## INTIMATIONS

## ACKNOWLEDGMENT.

WE the Members of the Undermentioned  
Association, desire to express our  
Thanks to the Members of the BUILDING CON-  
TRACTORS' COMMERCIAL ASSOCIATION for their  
Increment of Wages and Better Treatment.  
We are also indebted to the Hon. SECRETARY  
FOR CHINESE AFFAIRS, The Hon. DIRECTOR OF  
PUBLIC WORKS, and Messrs. H. W. BIRD and  
W. L. LEAK for their valuable assistance in  
bringing both parties to terms.

BUILDING CARPENTERS'  
ASSOCIATION,  
135, Queen's Road East,  
Hongkong, January 16th, 1923. [231]

## PARTICULARS

VALUABLE UNRESERVED PROPERTY  
Situate  
No. 13, WING HING STREET,  
VICTORIA, HONGKONG,  
To be Sold by Order of the Mortgagee  
By  
PUBLIC AUCTION,  
IN ONE LOT

TUESDAY,  
The 30th DAY OF JAN., 1923, at 3 O'CLOCK P.M.  
By  
Messrs. LAMBERT BROTHERS  
At Their Office, DUNDAS STREET.

THE Property consists of First ALL  
THAT piece or parcel of ground situate  
at Victoria in the Colony of Hongkong and  
registered in the Land Office as SECTION  
A of INLAND LOT No. 2166 together with  
the messuage erections or buildings thereon  
now known as No. 13, Wing Hing Street and  
Secondly ALL THAT strip of land at the rear  
of the said Section A of Inland Lot No. 2166  
being a scavenging lane. All of which prop-  
ties are held for the residue of the term of 75 years  
from the 15th day of May, 1916, created by the  
Crown Lease thereof together with the  
valuable machinery now situate in or upon the  
said premises and as No. 1 Gordon Street.  
Particulars and Conditions of sale may be  
obtained from

Messrs. HASTINGS & HASTINGS,  
Solicitors,  
3, Des Voeux Road Central,  
and  
Messrs. LAMBERT BROTHERS  
Auctioneers.  
[127]

## TO LET.

TWO OFFICE ROOMS, Top Floor, 6,  
Queen's Road Central.  
Apply  
GANDE, PRICE & CO., LTD.  
[200]

## TO LET.

FURNISHED from April next, No. 144,  
Barker Road, Peak, Right Room. Also  
a furnished six-roomed House at Deep Water  
Bay near the Golf Links.  
Apply to  
DENISON, RAM & GIBBS.  
[199]

## TO LET.

OFFICES IN UNION BUILDING—Four  
Rooms on Fifth Floor.  
Apply  
UNION INSURANCE SOCIETY  
OF CANTON, LTD. [169]

## TO LET.

FURNISHED, for One Year or Eighteen  
Months, from 1st April, 1923.

"BERWICK LAW" No. 155, Peak, 5-roomed  
Bungalow with Tennis Court and Garden, on  
Motor Road at Magazine Gap.  
Apply  
LINSTEAD & DAVIS,  
Alexandra Buildings.  
[170]

## TO LET.

FROM 1st June—Eight and Four Room  
HOUSES.  
Apply P. O. Box 259. [168]

HOUSES FOR SALE AT THE PEAK  
NEAR MOTOR ROAD

FOR SALE, either together (suitable for  
a Mess), or separately, with early  
possession, Nos. 2 and 3, STURGEON TERRACE,  
PEAK.  
Apply to H. E. POLLOCK,  
Prince's Building. [192]

SMOKING, "TIS SAID, IS A HABIT.

## SECURE YOUR REQUIREMENTS

FROM THE

## HONGKONG CIGAR STORE

AND HABIT BECOMES A PLEASURE.

[162]

## THE CORONET.

GEORGE ARLISS

IN

## DISRAELI

## KOWLOON THEATRE.

## THE FLOOR BELOW.

HIGH &amp; DIZZY.

## INTIMATION

JOHN DEWAR  
& SONS, LTD.  
PERTH, SCOTLAND.

By Royal Appointment  
to His Majesty  
The King.

"WHITE LABEL"  
FINEST  
SCOTCH WHISKY  
OF GREAT AGE.

AWARDED 50 GOLD AND  
PRIZE MEDALS.

## AGENTS:

A. S. WATSON &  
CO., LTD.

Wine &amp; Spirit Merchants.

ESTABLISHED 51 YEARS.

## BIRTH.

MCCANN.—At 25, Humphrey's Buildings,  
on January 18th, to Mr. and Mrs.  
J. S. MCCANN, a daughter. [242]

HONGKONG OFFICE: 10A, DES VOEUX RD., C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JANUARY 18TH, 1923.

AN EVIL REPUTATION  
OUTLIVED.

There is a report in recent Shanghai  
papers of a speech by Bishop MALONY on  
the subject of missionary and philan-  
thropic work in the province of  
Chekiang which reminds us of a  
bit of ancient local history at a  
time when strong views prevailed in  
what Lord BALMERSTON described as "the  
desert island of Hongkong" on the  
subject of a possible exchange of the  
island for the Chusan Islands. Bishop  
MALONY is reported as having said that  
the province of Chekiang was of peculiar  
interest in connexion with British history  
in China. As early as 1700 the British  
East India Company established a factory  
in the Chusan Islands—it was thought at  
Dinghai. This was probably one of the  
earliest British trading places along the  
China coast. In 1840 the British took  
possession of Chusan, subsequently to be  
exchanged for Hongkong. Many people  
thought Britain would have done better  
by retaining this island instead of Hong-  
kong, as the former commanded to some  
extent the Yangtze estuary.

But such people are dead now.  
It is not exactly in accordance with  
historical fact to say that Hongkong was  
ceded in exchange for Chusan. Great  
Britain occupied Chusan, and the island of  
Kulangsu also, in pledge for the perfor-  
mance of certain undertakings given by  
China in the Treaty of Nanking, and the  
Treaty provided that these islands should  
"continue to be held until the money  
payments and the arrangements for the  
opening of ports to British merchants be  
completed," and by the later Treaty of  
the Bogie the islands were to be evacuated  
"the moment all the money stipulated

for in that Treaty (of Nanking) shall be  
paid," and all buildings were to be  
handed over as they were "so as to  
prevent any pretence of delay, or the  
slightest occasion for discussion or dis-  
pute on these points." Chusan was  
evacuated on July 25th, 1846, though its  
continued occupation was urged as a  
means of enforcing the right of entrance  
to the City of Canton, which was held to  
be one of "the arrangements for the  
opening of the port to British mer-  
chants"; but Lord ABERDEEN, referring  
to the precise language of the later  
arrangement, informed Sir F. J. DAVIS,  
that a scrupulous observance of good  
faith and treaty obligations was of more  
importance than any tactical advantage.  
There was a suggestion from the French  
Envoy later for a joint reoccupation of  
Chusan as a means of bringing pressure  
to bear on the Chinese Government; but  
this was not acceptable to the British  
Government, and a naval demonstration  
on the Yangtze was substituted for it.

There were evidently many people in  
Hongkong in the infancy of the Colony  
who would have welcomed a transfer of  
the flag to Chusan, for two reasons.  
One was lack of confidence in the  
future commercial prosperity of Hong-  
kong, and the second reason was  
that Hongkong was so alarmingly un-  
healthy as a place of residence. A  
Parliamentary Committee which inquired  
into the situation in the late Forties  
reported: "From Hongkong we cannot  
be said to have derived directly much  
commercial advantage; nor, indeed, does  
it seem likely, by its position, to become  
the seat of an extended commerce." Fortunately, there were others who  
thought differently and many of them  
lived to see their confidence abundantly  
justified. British energy and enterprise  
would doubtless have transformed the  
Chusan Islands, as Hongkong has been  
transformed under British rule, into a  
great commercial entrepot; at far less  
cost in money, and possibly at a lower  
cost of life. However, "the barren island  
of Hongkong" has not only developed  
into a Colony of nearly 700,000 inhabi-  
tants and become the second largest ship-  
ping port of the world, but—thanks to  
the progress of medical and sanitary  
science—it has lost its old evil reputation  
as a hotbed of pestilence and come to be  
regarded as one of the healthiest cities  
in the world in the same latitude.

The Deutsch-Asiatische Bank has re-  
sumed business in Japan.

Six recruits for the local police force  
arrived in Hongkong yesterday morning  
by the s.s. *Kashima Maru* from Home.  
The men were recruited from the Royal  
Irish Constabulary.

The balance sheet of the Nippon  
Menka Kabushiki Kaisha (Japan Cotton  
Trading Co.) for the half year ended  
September 30th, 1922, shows a net profit  
of yen 2,694,333. A dividend at the rate  
of 22 per cent. per annum has been de-  
clared, a quarter of a million yen has  
been transferred to reserve funds and  
yen 642,860 carried forward.

For holding a street procession without  
the permission of the Secretary for Chin-  
ese Affairs, a representative of the Kun  
Tsun Tsung Wui (one of the Chinese  
General Labour Associations) was fined  
\$10 by Mr. Lindell at the Magistracy  
yesterday morning. The defendant told  
his Worship that a party from the Guild  
were merely walking along the road.  
Inspector Appleton said the procession  
was headed by a band.

As a result of the Fête in November,  
the Canton British Women have re-  
mitted to the Treasurer of the Star and  
Garter Home for Disabled Soldiers and  
Sailors 2043 s. 6d., being the balance of  
£1,000 required for endowing the bed in  
the Annex at Sandgate, to which they  
have been subscribing since 1919, and, in  
addition, the sum of £200 for the pur-  
chase of some specific article (as a gift  
from the Canton British Women) which  
will make for the greater comfort and  
happiness of the patients at Sandgate.

The death has occurred at Kobe of Mr.  
Walter Braess, at the early age of 47. His  
death, says the *Japan Chronicle*, serves  
another link with the past. Mr. Charles  
Braess, his father, being one of the  
earliest foreign residents in Japan, his  
business at Nagasaki as early as 1865,  
and Consul for the Netherlands in Kobe  
for many years. Mr. Walter Braess took  
part in many branches of sport in his  
youthful days, and was for many years a  
hard-working committee-man of the Kobe  
Regatta and Athletic Club.

At the meeting of the Helena May  
Institute Reading Circle to-day (Thurs-  
day) at 10.30 a.m., Mrs. J. R. Wood will  
read a paper on "Home Education." All  
who are interested in the subject are  
invited to attend.—Advrt.

Wong Tin-Fat, living at Aberdeen, has  
reported to the Police that at noon on  
the 14th he was held up on the highway,  
whilst returning from Stanley to Aber-  
deen. Two men, one armed with a chop-  
per, seized him and stole from his person  
\$10.30.

The Harbour Regulations for the Port  
of Canton now require that the name  
of every mechanically propelled vessel of  
small type plying on the waters of  
Canton Harbour, and the name of her  
owner, shall be reported to the Harbour  
Master by the National Authority to  
which the vessel is amenable. Within the  
limits of Canton Harbour, such mechan-  
ically propelled vessels of small type are  
not to proceed at a speed exceeding ten  
knots per hour. Any infringement of  
this regulation renders the owner of the  
offending vessel liable to be dealt with by  
suspension of license and/or fine by his  
National Authority.

THE NEW COLONEL OF  
THE KING'S.

Lieut. Colonel and Brevet-Colonel Will-  
iam A. Blake, C.M.G., D.S.O., who has  
just been appointed to the King's (Liver-  
pool) Regiment at Hongkong, from  
major in the Wiltshire Regiment, rather  
curiously, says a writer in a House  
paper, was originally gazetted to the  
King's Regiment in the first week of 1869,  
but did not join it, getting a transfer to  
the Wiltshire Regiment a couple of weeks  
later. As he did not join the active ser-  
vice battalion of the Wiltshire he did not  
take part in the South African War. He  
was promoted captain in 1905, and major in  
February, 1915, which was his substantive  
rank up till last week. He went to  
France in August, 1914, was in the fight-  
ing of the earlier phases of the struggle,  
commanded the 1st Battalion during the  
summer of 1915, and commanded the 2nd  
Battalion East Yorkshire Regiment two  
periods in 1918 and in 1917-18. In addi-  
tion to his regimental service, he also  
served on the staff in France and Belgium  
as a staff captain of the 7th Infantry  
Brigade, brigade-major of the same  
brigade; went to Salonika as a brigadier-  
general of the 7th Infantry Brigade, was  
brigadier of the 16th Infantry and of the  
28th Infantry Brigade in the Egyptian  
Expedition, and in the latter part of his  
service saw work in Macedonia, Serbia,  
Bulgaria, Turkey and in the Islands of  
the Aegean Sea. He was mentioned in  
despatches six times, decorated with the  
Legion of Honour, the Order of the Re-  
deemer, the C.M.G., D.S.O., 1914 Star  
with clasp, the British War Medal and  
the British Victory Medal.

## SIR FIELDING CLARKE.

Our London correspondent writes:—  
Sir Fielding Clarke, formerly Judge at  
Hongkong and afterwards Chief Justice  
in the Colony, who has been a resident  
in Essex for several years since he re-  
turned to England, has just been ap-  
pointed Chairman of the Petty Sessions  
Court at Grays, a busy, smoke-grimed,  
working-class town on the borders of the  
Tilbury Dock district. On coming home  
from Jamaica, where he was Chief Justice  
down to 1911, Sir Fielding resided at  
Southend-on-Sea, where he was placed on  
the Commission of the Peace for that  
Borough. Shortly afterwards he resigned,  
and was then made a Justice for the  
County.

During the later stages of the war Sir  
Fielding Clarke was an active member of  
the Essex County Appeal Tribunal under  
the Military Service Acts. He is a  
member of the Essex Standing Joint Com-  
mittee charged with the control of the  
Police Force. His wife, to whom he was  
married a couple of years before taking  
up his duties in Hongkong, was Miss  
Mary M. Pierce, of Danbury, a charming  
village picturesquely situated on a hill  
near Chelmsford. Lady Clarke is the sis-  
ter of Prebendary Dornier Pierce, vicar  
of Brighton, and formerly a Canon of  
Chelmsford Cathedral.

## "DISRAELI"

A PICTUREQUE FIGURE.

"He wore green velvet trousers, a  
country-coloured waistcoat, low shoes,  
silver buckles, lace at his wrists and his  
hair in ringlets." That sounds like a  
description of somebody's costume at the  
Hongkong Hotel's last fancy dress car-  
nival but it is, on the authority of Sir  
Edward Bulwer Lytton, what one of the  
greatest among British statesmen Ben-  
jamin Disraeli, Earl of Beaconsfield, used  
to wear.

Disraeli was as picturesque as he was  
prominent a figure in the political his-  
tory of his time. His unaffected delight  
in gauds of attire and gauds of fancy and  
expression created a general prejudice  
against him; his eccentricities of splen-  
dour startled the world. These atten-  
tions and extraordinary unforced exuber-  
ances which leaped by a natural impulse  
from an overcharged source were how-  
ever backed up by a perceptive imagina-  
tion which contributed greatly to his  
brilliant success. That is why a play  
came to be written around the story of  
his varied career. A film version of it,  
in which Mr. George Arliss splendidly  
handles the title role, is being shown at  
the Coronet all this week.



## CABLES.

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]

## ANOTHER GERMAN DEFAULT.

ITALY, FRANCE AND BELGIUM  
WILL COLLECT COAL TAX.

PARIS, January 16th.

A semi-official statement says that as the result of Germany's latest defaults the French and Belgian Governments have decided to collect immediately, on account of the Allies, the coal tax hitherto imposed by the German Government. Italy associates herself with this decision.

The three governments are considering other penalties, and preparations are being made for the control of State forests. The establishment of a Customs line around the Ruhr district is also under consideration.

GERMAN INDUSTRIALISTS' MAIN-  
TAIN DEFIANT ATTITUDE.

BERLIN, January 16th.

A German press telegram from Dusseldorf, describing the meeting of the French military commanders and the German industrial leaders says that, though the latter were informed that they were liable to criminal prosecution if they persisted in their defiant attitude, they all declared that they must maintain their present standpoint.

COAL FOR BAVARIA DIVERTED TO  
THE WEST.

PARIS, January 16th.

Under the requisitions, the first train load of coal was dispatched to-day. It is understood that it was originally intended for Bavaria, but was diverted to the West.

BELGIAN DETACHMENT UNDER  
FIRE.

BRUSSELS, January 16th.

The Ministry of Defence has received a report that some persons fired on a Belgian detachment which was guarding a bridge on the Ruhr River. The troops replied, but it is not known whether any casualties resulted.

EARLIER CABLES.

FRANCE MAY HOLD GERMAN  
HOSTAGES.

PARIS, January 16th.

The Reparations Commission has decided that there has been a fresh German default, France, Belgium and Italy voting in favour of this view and Great Britain abstaining.

The Reparations Commission has officially declared the default of Germany with regard to deliveries of coal, timber and cattle.

PARIS, January 16th.

A communiqué of the Reparations Commission declares it is unnecessary to present a case and ask Germany for an explanation, because of the voluntary nature of the defaults being clearly established.

ESSEN, January 16th.

The French occupied Dortmund at noon.

PARIS, January 16th.

The carrying out of the requisitioning measures previously decided upon began this morning at Essen.

PARIS, January 16th.

The French attitude has considerably stiffened in consequence of German obstructionism. There are signs that the occupation of the Ruhr is likely to become less invisible and less purely economic, and that German resistance will meet with very visible military pressure. There is already talk in the Press of the taking of hostages among business men and high officials in the occupied territory. The Ruhr and Rhineland into a buffer State in the event of continued German recalcitrance.

BOLSHEVİK GERMAN MINERS  
"GO SLOW."

ESSEN, January 16th.

The occupation of Dortmund places the French in possession of the entire Westphalian mining area. The directors of the mines still decline to execute any instructions except those of the German Government. The first conversations of the French with representatives of the mineowners and workmen demonstrate the grave difficulties ahead in obtaining the coal required. One director, interviewed by Reuters, drew attention to the large increase in the Bolsheviki element among the miners, and asserted that if the French occupied the mines the workmen of their own accord would refuse to work. He added that the output of coal had diminished by twenty per cent since the occupation.

ESSEN, January 16th.

Forty German industrialists were invited, and fifteen turned up for a meeting with the French military authorities, at which General Simon threatened to impose sanctions and court martial the industrial chiefs unless the coal deliveries resumed to-morrow.

(Continued as first of next column.)

LATEST CABLES.

## RUBBER CONTROL.

COLONIAL SECRETARY'S SUGGESTIONS  
TO CEYLON AND MALAYA.

LONDON, January 16th.

The Colonial Secretary has informed the Governments of Ceylon and Malaya that it is not desirable to modify the present scale of export allowances, as laid down in Appendix A. of the Rubber Report, and suggested that, if necessary, a fuller statement should be furnished regarding the recommendations, particularly those relating to the position of small holdings. He also informed Ceylon that it is at present inadvisable to exclude latex from the provisions of export restriction legislation.

The Colonial Office view of the misapprehensions in regard to the system under which larger exports of rubber may be released on the minimum duty, points out that on each occasion the price of rubber during the quarter averages is 3d. per pound or over, but not as high as 1s. 6d. the percentage per annum of rubber that may be exported on the minimum duty will be increased by five for the next quarter, and on each occasion that the price averages is 6d. or over the percentage will be increased by ten for the next quarter.

EARLIER CABLES.

AMERICAN MANUFACTURERS' AT-  
TEMPT TO RETALIATE.

LONDON, January 16th.

The correspondent of the Times at New York says the American rubber manufacturers are seeking to have their Government retaliate against the British restriction of rubber output.

The United States Tariff Commission has stated that it is not empowered to act on the theory that Britain is discriminating against American exporters, but considers an investigation will disclose other possibilities.

Mr. Harvey Firestone, president of the large tyre company, recently consulted President Harding with regard to a scheme for acquiring rubber plantations in Brazil, to be worked with imported Chinese labour.

Plans have now progressed to a point where the question of applying the labourers with rice is being investigated. Representatives of British interests, who are said to control seventy per cent. of the world's output of rubber, have arrived to confer with American manufacturers. It is reported that they will arrange to modify the situation with regard to exports from the British colonies.

LATEST CABLES.

## LITHUANIAN DISTURBANCE.

BERLIN, January 16th.

Reports from Memel state that the Lithuanians have proclaimed martial law. Further Allied warships are expected.

EARLIER CABLES.

TEMPORARY TRUCE AND A  
NEUTRAL ZONE.

PARIS, January 16th.

A message from Memel says a truce has been concluded with the Lithuanians, operative until the receipt of the Conference of Ambassadors' instructions. In the meantime a neutral zone has been established between the French and Lithuanian forces.

FRANCE FACED WITH DIFFICULT  
SITUATION.

WASHINGTON, January 16th.

Official circles anticipate that France is likely to be faced by a similar position to the one the Germans faced in Belgium in war-time, failing to derive the expected benefits owing to the refusal of the labourers to work except under compulsion. Officials are discussing the possibility of the Germans cutting off food supplies from the Ruhr, in which event they foresee most serious complications, the French army of occupation becoming a liability instead of an asset to France.

FASCIST MOVEMENT DEVELOPS  
IN BAVARIA.

BERLIN, January 16th.

Political circles are profoundly most alarmed at the development of a Fascist movement in South Bavaria, the propaganda of which favours a dictatorship. It is stated that this agitation has been enormously aided by the occupation of the Ruhr. The Fascist leader, Hitler, is credited with endeavouring to effect a general rising. The Frankfurter Zeitung cites the date January 20th for the coup d'état which Hitler is contemplating.

STOCK EXCHANGE BUSINESS  
SLACKENS OFF.

LONDON, January 16th.

There is considerable slackening off in business on the Stock Exchange attributed to fears of further Franco-German complications. Rubber is calmer after the "past days" of indiscriminate buying. Exchanges were nervous and erratic all day long. Marks reached eighty thousand and closed at 74,000. French francs were at 60.45 and Belgian 75. Sterling is hardening at 4.93.

LATEST CABLES.

SOVEREIGN STATES RIGHTS.  
DUFF DEVELOPMENT COMPANY'S  
APPEAL DISMISSED.

LONDON, January 16th.

The Court of Appeal has dismissed the appeal from the judgment of Mr. Justice Russell in the action of the Duff Development Company against the Government of Kelantan, mentioned in a cable message dated November 22nd. The Master of the Rolls said that the Court was bound to accept the statement of the Secretary of the Colonies, that Kelantan was a Sovereign State, although it had raised considerable doubts in regard to the limits of the Sovereign's power. He very gravely doubted whether this Sultan had any real say in the matter and it seemed to him that the only result of the submission of a foreign Sovereign to the jurisdiction of the British Court was that he must submit to such orders only, as were necessary to enable the Court to come to a proper conclusion, but he had not submitted his property or person to any order for execution. He suggested that the whole subject might be reviewed in a place where there was power to review it.

EARLIER CABLES.

BRITAIN AND AMERICA.  
DISAGREEMENT REGARDING DEBT  
FUNDING.

WASHINGTON, January 16th.

The Anglo-American debt funding negotiations have revealed divergent views relative to the rate of interest and length of the repayment period, the Americans considering the British suggestion of a rate of three per cent. too low, while the British want a longer period for repayment than half a century, as proposed by the Americans. There is some doubt whether an agreement will be reached before the British depart for home on Saturday.

WASHINGTON, January 16th.

Owing to American dissatisfaction regarding the British terms, the Anglo-American Debt Commissioners have failed to reach an agreement and have adjourned until Thursday. In the meantime, the British Commissioners are calling to London seeking further instructions.

UNPOPULAR SOVIET RULE.  
SOCIAL REVOLUTIONISTS UNDER  
ARREST.

HELSINKI, January 16th.

A message from Moscow says it is officially stated that an extensive White conspiracy has been discovered in the Urals and West Siberia, fostered by the social revolutionists Okulitch, Chibchuk, Ostrovsk and Kharin, who are members of the central committee of the organization, which aimed at the establishment of a non-Communist republic at Nenamet-Karasich. The military leader and over three hundred others have been arrested.

GREEK REFUGEES PERISH.  
BODIES BURNED IN SHIP'S  
FURNACES.

ATHENS, January 16th.

A veritable deathship has arrived in the Piræus from Samos and Constantinople. Of two thousand passengers, sixteen hundred were stricken with typhus, smallpox and cholera, including two doctors out of three. Thirty-five persons who died were buried at sea, and twenty-five more died in the harbour.

The Greek health authorities have ordered the bodies to be burned in the ship's furnaces. The Government has barred admission to further refugees until these epidemics be controlled.

## CONSTANTINOPLE OUTRAGE.

BRITISH SOLDIER DIES AS RESULT  
OF INJURIES.

LONDON, January 16th.

It is learned in London that one of the injured Coldstream Guards in Constantinople has died. The British Authorities, with the approval of the Turkish Administration, are taking strong action to bring the assailants to justice.

## FATAL MOTOR ACCIDENT.

PROMINENT AMERICAN LADY THE  
VICTIM.

WASHINGTON, January 16th.

Mrs. David Jayne Hill, wife of the former American Ambassador to Germany, died from injuries received in a motor car accident.

## BRITISH FLYING RECORD.

LONDON TO MANCHESTER IN  
84 MINUTES.

LONDON, January 16th.

A London-Manchester flying record has been made by a British machine with five passengers, the time taken being eighty-four minutes, for a distance of 238 miles.

## BRITISH UNEMPLOYMENT.

SLIGHT IMPROVEMENT LAST  
WEEK.

LONDON, January 16th.

Unemployment improved last week by 13,000.

## DUTCH INDIES LOAN.

MILLION STERLING RESERVED  
FOR HOLLAND.

LONDON, January 16th.

The Dutch Indies loan of five millions sterling at six per cent., at 88, is being underwritten. A million of the loan is reserved for Holland, where it will be offered at an equivalent price based on the rate of exchange of the day for sterling.

## OBITUARY.

M. MAURICE LONG.

COLOMBO, January 16th.

The death has occurred here of M. Maurice Long, Governor-General of French Indo-China.

[M. Long was returning from home leave when he was landed in Colombo last November, suffering from fever, and had been in hospital ever since.]

## ITALIAN RADIO TELEGRAMS.

[SUPPLIED BY THE COURTESY OF THE ITALIAN  
CONSUL IN HONGKONG.]

ROME, January 9th.

Parliamentary Commission of Foreign Affairs has declared itself against the Italian participation in the military occupation of the Ruhr basin, judging that such an action would strengthen the alliance between Germany, Russia and Turkey. On the other hand, after the failure of the Paris Conference, Italy could not check French action. Public opinion is calm. The *Osservatore Romano* states that the situation is very serious, but hopes that all the questions will be settled in a friendly way.

The Holy See denies the news published in many newspapers to the effect that the Vatican would advise the French Ambassador Jonnart to persuade France to have patience.

The Parliamentary Commission of Agriculture and Commerce has approved of the commercial agreement with Poland, the commercial treaty with Czechoslovakia, and the commercial agreement of the Washington Conference.

On the occasion of the Epiphany, the Pope has sent a million liras to the Cardinal Beltram Chulio Falgoutier in order to aid the destitute people of Central Europe. Meanwhile a steamer of the "Lloyd Triestino" with 80 tons of clothes on board has left for Russia, where the Holy See wishes to open a new post of relief.

The conferring on the hereditary prince of the Order of Malta, is considered very important for the relations between Italy and the Holy See. It is to be remembered that during the war this order of knighthood, of which Cardinal Biletti was president, displayed a patriotic activity which was very beneficial to the wounded of the war.

## LAW AND COMMON-SENSE.

BRIEFLESS BARRISTERS THE  
WORST MAGISTRATES.

Sir Ernest Wild, K.C., the Recorder

of London, was the principal speaker at a conference of women magistrates held at Norwich under the auspices of the local branch of the National Council of Women. He said his experience was mainly that of a practicing barrister. He came there he said as a fellow-student of criminology, and was conscious of the truth of the adage of the Admirable Orion, "I am not young enough to know everything." Their primary duty was to forget that they were women justices; they did not go to the Bench as women, but as members of society. Whilst he had at one time considerable doubts about having women jurors, he had never any doubts about women magistrates, and he now thought women justices were extremely helpful. They were a putter to the men in the way they paid attention to the evidence. They convicted more readily, but did their duty and were of great assistance. Common-sense and not knowledge of the law was requisite for a lay magistrate; indeed, knowledge of the law, he thought, was a drawback. The very worst magistrates he had ever had to practice before were those with a smattering of law, and far away the worst were members of the Bar without practice. (Laughter.) He would not even give lay magistrates a "Stone's Justices' Manual" because their duties were to find the facts and determine the sentence, if any. It was the clerk's duty to guide them as to the law.

Commenting on the enormous powers of magistrates, Sir Ernest said he thought many matters were determined by justices that ought to be determined by juries. He was very much in favour of trial by jury, and viewed with the greatest distrust the friends that were now upon the "Docks" by the magistrates, by the magistrates and responsibility of your office," he went on, "do your best, concentrate, bring the best of your judgment to bear, and having given it, don't worry afterwards. I don't think that it is a bad piece of advice—never worry when you have done a thing as to whether you were right or wrong. If I began worrying after a sentence has been passed, whether it was right or wrong, I should be in a madhouse." (Laughter.) He emphasised the importance of suspending judgment until all the evidence had been heard, and urged that when they gave their decision, they should give it on the evidence and not on the speeches of counsel. Finally, he suggested they should try the alleged criminal and not the alleged crime.

FAR EASTERN CABLE  
NEWS.

[THROUGH REUTER'S AGENCY.]

## CHILILI-FENGtien DISPUTE.

PRESIDENT ENDEAVOURS TO FIND  
BASIS OF AGREEMENT.

PEKING, January 16th.

President Li Yuan Hung has again sent Wang Chan Yuan to Mukden in order to ascertain whether a basis of agreement between the Chihli and Fengtien commanders can be found.

## REUNIFICATION OF CHINA.

PREMIER'S DELEGATE TO DISCUSS  
QUESTION WITH SUN YAT SEN.

PEKING, January 16th.

The Premier, Chang Shou Tseng, has sent Tsai Tai Shang to Shanghai in order to return Sun Yat Sen's greetings and incidentally to discuss the question of reunification.

## CHINESE IDEALISM.

DECLINE DUE TO WESTERN  
INFLUENCE.

LONDON, January 16th.

Miss Kemp—who spent many years travelling and picture painting in China—lecturing at the Asiatic Society on Chinese idealism, said that whereas in India, Egypt and Greece the name of a God or Goddess was given to a temple or temples, in China temples were named after Heaven, the earth, the sun, or the moon. The Chinese had a passionate love of nature, and some of their temples were built on great heights, from which magnificent views could be obtained, but the Chinese were becoming westernised. The Temple of Heaven, outside Peking, had been converted into a workhouse, while the Gods in many temples had fallen to pieces for the want of care, nevertheless, the Chinese were still able to teach the outsider much in the art and beauties of ritual.

## EX-MISSIONARY'S ESTATE.

VALUED AT £8,555.

LONDON, January 16th.

The late Rev. Frederick Doxat, at one time a missionary in China, left estate valued at £8,555.

## CALCUTTA DOCK STRIKE ENDED.

CALCUTTA, January 16th.

The dock strike of stevedores and coolies, reported in a cable message dated January 10th, has ended.

## THE NEW CHINESE TARIFF.

EXTRA TARIFF WILL STRENGTHEN  
CHINESE BONDS.

LONDON, January 16th.

The Times, dealing with the enforcement of an effective five per cent. Chinese tariff, points out that normally the Chinese market is the second best for all cotton goods manufactured in England. This relative position is not being maintained at present, but there are hopes that British exporters will soon overcome the competition they have met since the war.

The extra tariff will strengthen the position of all Chinese bonds, the service of which is met out of the Customs revenue.

A USEFUL PUBLICATION FOR  
IMPORTERS.

Published by the Empire Register Co., Ltd., Royal Exchange, City Square, Leeds, England. A long-felt want has been satisfied by the recent publication of "The Empire Register of Woollens and Worsted, also Spinnings." This most useful work will, without doubt, be of great assistance to firms in China who are desirous of getting into touch with *bona-fide* British Manufacturers and Spinnings. The publication contains the announcements of 400 *bona-fide* British Manufacturers of Woollens and Worsted, also Spinnings, and is printed in five languages. A most important feature is that only the announcements of *bona-fide* Manufacturers are included. Buyers will appreciate this, as in many cases it is discovered what is true that they are dealing with agents, and not with principals. Mr. L. O. Barnes, the managing director of the Empire Register Co., Ltd., has recently visited China, Japan, etc., and has ascertained the requirements of these markets. The publishers (Empire Register Co., Ltd., of Leeds) have in course of preparation a book containing the names and addresses of *bona-fide* manufacturers of Textile goods, which will be sent gratis to any importing firm upon receipt of usual business references.

SALVAGE OF THE  
"LUSITANIA."VARIOUS PROPOSALS FOR SHIP'S  
RECOVERY.

Many schemes have been devised since the *Lusitania* was sent to her untimely end in the early days of the war, some with a view to complete salvage of the vessel, and others, of a less ambitious nature, aiming at the recovery of only the more valuable sections of her cargo and internal fittings. Such schemes have, more generally, had their origin in America, and a review of the American technical press in the post-war period reveals an imposing array of carefully conceived plans, supplemented by descriptions of the apparatus and *modus operandi* by which such schemes might be pushed to a successful issue. Few among these schemes have advanced further than the paper stage, however, and this is, in itself, sufficient evidence of the complex nature of the problems likely to be encountered in the salvage of what has rightly been described as the war's greatest and most tragic wreck.

Our own Admiralty Salvage Section successfully raised several wrecks in the period immediately following the war, by means of horizontal surface pontoons attached to steel hawsers passing under the wreck. It is on record that, by means of 16 nine-inch steel hawsers a loaded collier with a deadweight of 2,500 tons was successfully raised from a depth of 78 feet, and that another sunken vessel with a deadweight of 3,500 tons was raised from a depth of something over 100 feet. This method, however, involves the expenditure of a considerable amount of time, and the fact that it has not been attempted, or suggested, as a procedure for the salvage of the *Lusitania* would appear to indicate that for undertakings of this magnitude it possesses commercial disadvantages.

## A BUOYANT COMPOUND.

Alternative schemes proposed are based on the application of internal or external buoyant forces, and under the former category there falls an ingenious scheme devised by an American, Mr. Lake, and briefly described in the *Scientific American* for October. Mr. Lake proposes to utilise a buoyant compound, consisting mainly of combined paraffin and woody matter which weighs only 14 lbs. to the cubic foot. It is proposed to manufacture this compound on the surface and pump it into the wreck at several pre-arranged points after all openings have been satisfactorily sealed. The compound, it is explained, remains plastic for some time in cold sea water—it is pumped in a heated condition—and as it weighs 14 lbs. per cu. ft., as already stated, a buoyancy of some 50 lbs. per cu. ft. of compound is thus obtained. By this means the inventor claims to be able to pump the compound into the wreck at the rate of 300 tons per hour; the lifting forces are distributed uniformly over the structure and when the wreck is safely in dry dock, the compound can be, it is claimed, easily removed.

Yet another scheme has been devised by a Mr. Leavitt, and it is understood that the plans for this have been so far advanced that an attempt is shortly to be made. Mr. Leavitt and several associates do not propose to attempt the salvage of the complete vessel, but merely aim at recovering the more valuable sections of the gold, jewellery, etc., which, it is said, are contained in the strongroom, to the value of about £1,500,000. It is commonly believed that the *Lusitania* lies in about 40 fathoms of water about eight miles off the Irish coast, and although not definitely established, it has been assumed that she lies virtually upright and approximately parallel with the sweep of the tide.

## THE LEAVITT SCHEME.

Mr. Leavitt has, on our contemporary states, fitted out the ex-Shipping Board wooden steamer *Blackley*, which has been equipped with a number of all-metal diving suits, and several sub-aqueous electric lamps capable of withstanding an hydrostatic pressure of as much as 600 lbs. per sq. in. These metal suits, which are of bronze, weigh 350 lbs. each, and Mr. Leavitt has already demonstrated that it is possible to descend to a depth of 360 feet below water and remain at that depth for a period of 45 minutes without experiencing any physical distress whatever. His plan is to anchor the *Blackley* immediately above the strongroom, the position of which will then be determined by ascertained. Divers will then descend and place dynamite or other explosive charges in situ. The explosion of these depth charges will, it is thought, clear a way to the objective, and the subsequent removal of the treasure will, by the same token, become a matter of comparative simplicity.

It is not a matter of great difficulty to ascertain any of the foregoing schemes, which, like many of their predecessors, although they may look exceedingly promising, are likely to prove exceedingly difficult in execution. In the case of the last it may reasonably be advanced that the uncertainty is the result of any explosion charge that the final position may prove even more complex than that initially found. Again, there cannot, it appears reasonable to suppose, be other than a complete lack of accuracy as to the position of the wreck, and the present position of the wreck when such assumptions leave out, as they inevitably do, an estimate of the effect of the action of several sub-aqueous forces.

The Times General Correspondent recently reported that the board of the Nestle and Anglo-Swiss Condensed Milk Company would submit to shareholders at a meeting to be held on December 18th a proposal for a reduction of capital by 20 millions of francs (£3,200,000), by reducing the nominal value of Ordinary shares from 200 to 200 francs (£14 to £8).











## SHIPPING NEWS

## ARRIVALS.

January 18th.

*Wangai Maru*, Japanese str., 2,020 tons, Capt. I. Sobake, from Bangkok, with rice—Yamashita S.S. Co.

*Carnarvonshire*, British str., 2,553 tons, Capt. H. S. Oulton, from Shanghai, with a general cargo—J.M. & Co.

*Hokuto Maru*, Japanese str., 2,273 tons, Capt. R. Morokumura, from Crapand, with lime-stone—P. A. Lapicque.

*Mingyang*, British str., 999 tons, Capt. D. W. Ritchie, from Hoihow, with a general cargo—J.M. & Co.

*Nanchang*, British str., 1,500 tons, Capt. R. T. Stephens, from Greenock, with sugar—B. & S.

January 17th.

*Ohongva*, Chinese str., from Canton.

*Ginza Maru*, Japanese str., 1,806 tons, Capt. M. Funamoto, from Bangkok, with rice—Y.K.K.

*Haiyang*, British str., 1,146 tons, Capt. Ellis Walker, from Swatow, with a general cargo—Douglas S.S. Co.

*Halsard*, British str., 1,217 tons, Capt. C. H. Spittle, from Saigon, with rice—Wo Fat Shing.

*Hydrangea*, British str., 361 tons, Capt. W. J. Collier, R.N.R., from Swatow, with a general cargo—Chiu On S.S. Co.

*Kashima Maru*, Japanese str., 9,908 tons, Capt. N. Natsuyama, from London, with a general cargo—N.Y.K.

*Kojun Maru*, Japanese str., 1,306 tons, Capt. R. Subana, from Dairen, with coal—M.B.K.

*Kwongyung*, British str., from Canton.

*Lacania*, British str., 11,829 tons, Capt. E. G. Brown, from New York—B. & S.

*Sinkiang*, British str., 1,618 tons, Capt. O. W. Puckett, from Shanghai, with a general cargo—B. & S.

*Suma Maru*, Japanese str., from Canton.

*Suiyang*, British str., from Canton.

*Togo Maru*, Japanese str., 712 tons, Capt. J. Mikami, from Hongay, with coal—M.B.K.

*Unda*, British str., 879 tons, Capt. F. A. Holleycock, from Singapore, with a general cargo—Asiatic Petroleum Co.

*Van Vollenhaven*, French str., 704 tons, Capt. P. B. Morganti, from Haiphong, with a general cargo—Kai Yue.

January 16th.

*Arizona Maru*, for Shanghai.

*Benedi*, for Shanghai.

*Fushiki Maru*, for Keelung.

*Haida*, for Canton.

*Palhan*, for Shanghai.

*Placuna*, for Yokohama.

*Shanghai*, for K. C. Wan.

*Towa Maru*, for Bangkok.

*Yei Maru*, for Chinwangtao.

January 17th.

*Carnarvonshire*, for Singapore.

*Chinkiang*, for Ningpo.

*Hekia*, for Saigon.

*Houa Maru*, for Swatow.

*Kamo Maru*, for Sandakan.

*Kausang*, for Canton.

*Pongtong*, for Singapore.

*Shansi*, for Shanghai.

*Sinkiang*, for Canton.

*Suiyang*, for Swatow.

*Tanda*, for Singapore.

*Tientsin*, for Weihaiwei.

*Unda*, for Shanghai.

*Van Overstraten*, for Amoy.

*Wingung*, for Swatow.

## PASSENGERS.

## ARRIVALS.

Per N.Y.K. s.s. *Kashima Maru*, on January 17th.—Mr. and Mrs. J. M. White, Mr. C. E. Floury, Mr. A. W. Robson, Mr. and Mrs. W. R. Boers, Miss H. G. Luyke, Mr. and Mrs. L. E. Holden, Mr. and Mrs. S. Michael, Miss J. Stunt, Mr. E. Hanania, Mr. G. A. Tisdall, Mr. Q. S. Cabot, Mr. G. B. Cabot, Mr. and Mrs. F. O. Nickels, Mr. H. J. Nickels, Mr. and Mrs. J. G. Chambers, Mr. and Mrs. W. R. Walter, Mr. M. Duggan, Mr. M. Ternan, Mr. J. Feely, Mr. S. G. Smith, Mr. D. Brown, Mr. E. Neary, Mr. T. Collins, Miss M. Sedaine.

## SHIPPING MOVEMENTS.

The P. & O. s.s. *Karmala* arrived at London on the 15th inst.

The s.s. *Teucer* (Blue Funnel) arrived at Boston on the 16th inst.

The s.s. *Agapenor* (Blue Funnel) left Port Said on the 11th inst. for London and New York.

The s.s. *Meriones* (Blue Funnel) left Port Said on the 16th inst. for Genoa, Marseilles, Liverpool and Glasgow.

The N.Y.K. s.s. *Kaga Maru* (American line) left Kobe for Hongkong and Port on January 16th, and is expected here on January 24th.

The R.M.S. *Empress of Russia* arrived at Manila on Wednesday, January 17th, 11.00 a.m., leaves Manila this morning, at 5 a.m., and is due at Hongkong on Friday, January 18th, at 5 p.m.

## VESSELS EXPECTED.

*Autolytus* (Blue Funnel), due Feb. 8th.

*Empress of Russia*, due Jan. 19th, 10 a.m.

*Haleric* (Bank Line), due Jan. 21st.

*Helenus* (Blue Funnel), due Feb. 3rd.

*Pelexus* (Blue Funnel), due Jan. 25th.

*President Pierce* (P.M.), due Jan. 21st.

*President Wilson* (Pacific Mail), due Feb. 4th.

*Rhesus* (Blue Funnel), due Jan. 28th.

*Tatola Maru* (N.Y.K.), due Jan. 30th.

*Tatetoga Maru* (N.Y.K.), due Jan. 19th.

*Telemachus* (Blue Funnel), due Feb. 4th.

## WEATHER REPORT.

Jan. 17th, at 11.47.—Pressure has increased very considerably over N.E. Japan moderately over the Loochoos, and slightly at the majority of other reporting stations.

The anticyclone remains stationary over China and S.E. Mongolia.

Fresh to strong monsoon may be expected along the coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m., 17th Jan., 0.00 inch. Total since January 1st, 0.00 inches, against an average of 0.49 inches.

The forecast for the 24 hours ending at noon, 18th Jan., is as follows:—

District Forecast

Hongkong to Gap Rock { N.E. winds, fresh; fine.

Formosa Channel ... { N.E. winds, strong.

South coast of China between Hongkong and Lamooka { The same as No. 1.

South coast of China between Hongkong and Hainan { The same as No. 1.

## ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1923

With INDEX, Price \$7.50.

On sale at the Hongkong Daily Press

## FOR SALE

The following steamers as they now lie in the Menan River, Bangkok.

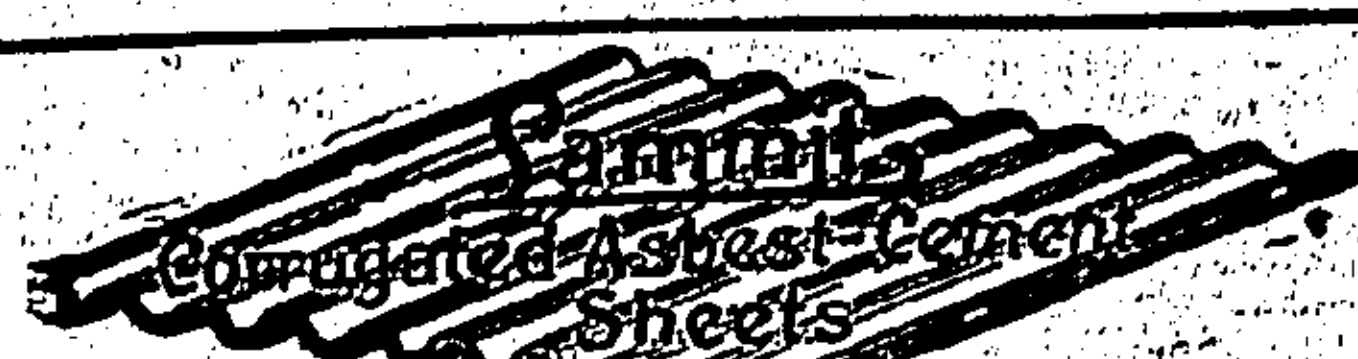
"Phan Samud" "Laen Samud"

"Thong Samud" "Doen Samud"

For further particulars please apply to

BORNEO CO. LTD.

MANAGING AGENTS, SIAMESE STEAMSHIP CO. LTD., BANGKOK.



The ideal material for Hot climates. For roofs, partitions & ceilings.

It is light & strong. It does not conduct heat. It is practically indestructible. It does not rust or corrode. It is insect & vermin proof.

We carry large stocks and shall be pleased to quote prices and give you particulars.

SOLE AGENTS—

DODWELL & CO., LTD.

Telephone C. 1030. Machinery Dept.

## CANADIAN PACIFIC STEAMSHIPS LIMITED

## Reduced Fares to Europe

## First-Class

£120

Connecting with Canadian Pacific Atlantic Empresses.

£112

Connecting with Monoclass Cabin Atlantic Steamers.

## Second-Class

£82

Connecting with Monoclass Cabin Atlantic Steamers.

£80

Connecting with Canadian Pacific Atlantic Empresses.

## New Canadian Pacific Monoclass Cabin Atlantic Service.

MONT LAURIE 17,100 tons gross. MONTCALM 16,400 tons gross.

MONTROSE 16,400 tons gross. MONTCLARE 16,400 tons gross.

If desired, passengers may be routed via any Atlantic Port.

## CANADIAN PACIFIC

TELEPHONE 752.

HONGKONG OFFICE.

CABLES: GACANPAC.

## CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

THROUGH FAIRLY HONGKONG TO EUROPEAN PORTS

CABIN £98

2nd cabin U.S.G. \$369.15

## Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

s.s. "NANKING" s.s. "CHINA"

March 14th, 1923. February 8th, 1923.

## Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

s.s. "GORJISTAN" s.s. "GORJISTAN"

To Singapore, Patavia, Semarang, Sourabaya To Swatow and Amoy.

February 2nd. January 25th, 1923.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States &amp; Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

CHINA MAIL STEAMSHIP CO., LTD.

PRINCIPAL OFFICES: HONGKONG, SHANGHAI, SINGAPORE, S.W. AUST.

TELEGRAMS: CHINA MAIL. TEL. CENTRAL NO. 2161.

CABLE ADDRESS: "CHINA MAIL."



## Yamashita Steamship &amp; Mining Co., Ltd.

Steamship Owners, Shipping &amp; Marine Insurance Broker.

Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT &amp; PASSENGER SERVICE

KEELUNG, HONGKONG &amp; HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow &amp; Pakhoi

s.s. "TAIKWA MARU" ... on or about 18th Jan.

For KEELUNG via Swatow &amp; Amoy

s.s. "HOZUMI MARU" ... on or about 18th Jan.

For further particulars, please apply to—

S. MITARAL, Agent.

Branch Office: No. 27, Bonham Street, West. Tel. Central No. 155.

Top Floor, King's Building. Tel. Central No. 140.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

## VETARZO BLOOD MEDICINE

There is no more anything like it. It is the most powerful medicine ever known to be equalled in disease arising from impure blood. It purifies the blood and expels from the system every lurking trace of poison, such as malaria, fever, skin diseases, rheumatism, and glandular swellings, and keeps the general health and quickly restores purity and brilliancy to the skin. It improves the general health and quickly restores long-standing weakness, and keeps the system in perfect health.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO, BRAIN AND NERVE FOOD.

Per Nervous Breakdown &amp; Chronic Weakness.

English price 1/6. Other remedies. The VETARZO MEDICINE CO., 20, Abchurch Lane, London, E.C. 4. The price is 1/6. The price is 1/6. The price is 1/6.

VETARZO MEDICINE is Government Registered. Sold by ALL DRUGGISTS.

## N. Y. K.

SAILING SUBJECT TO ALTERATION

VICTORIA, SEATTLE &amp; VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.

KAGA MARU ... Wednesday, 7th Feb., at 11 a.m.

ITO MARU ... Thursday, 1st Mar., at 11 a.m.

MABSHILES, LONDON &amp; ANTWERP via Singapore, &amp;c.

KATORI MARU ... Wednesday, 14th Feb.

ATSUTA MARU ... Wednesday, 14th Feb.

HAMBURG via LONDON &amp; ROTTERDAM

MITO MARU ... Thursday, 20th Jan.

LIVERPOOL via MABSHILES &amp; VALENCIA.

DELAGOA MARU ... First half of Feb.

SYDNEY &amp; MELBOURNE via Manila, &amp;c.

ARI MARU ... Wednesday, 14th Feb., at 11 a.m.

TANGO MARU ... Wednesday, 21st Mar.

NEW YORK &amp; BOSTON via PANAMA.

TSUYAMA MARU ... Thursday, 1st Feb.

BUENOS AIRES via Singapore, Delagoa Bay, Durban &amp; Cape Town.

SOMBAI via Singapore and Colombo.

TAMBA MARU ... Saturday, 27th Jan.

RANGOON MARU ... Saturday, 10th Feb.

CALCUTTA via Singapore, Penang &amp; Rangoon.

SADO MARU ... Saturday, 27th Jan., Sailing.

YAMAGATA MARU ... Friday, 9th Feb.

NAGASAKI, KOBE &amp; YOKOHAMA.

TANGA MARU ... Thursday, 15th Feb.

HANGHAI KOBE &amp; YOKOHAMA.

KASHIMA MARU ... Thursday, 18th Jan., at 11 a.m.

HAKONE MARU ... Tuesday, 30th Jan.

For further information apply to NIPPON YUSEN KAISHA

K. H. KAMEI, Manager.

Telephone: Central Nos. 292 &amp; 293.

## STRUTHERS &amp; BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

## EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "Apus" ... Due Hongkong 23rd Jan.

U.S.S. "West Ivan" ... Leave Hongkong 25th Jan.

U.S.S. "West Ivan" ... Due Hongkong 30th Feb.

U.S.S. "West Ivan" ... Leave Hongkong 2nd Feb.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEPIE

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

## TO MANILA AND SINGAPORE.

U.S.S. "Bearport" ... Due Hongkong 20th Jan.

U.S.S. "Dewey" ... Leave Hongkong 21st Jan.

U.S.S. "Dewey" ... Due Hongkong 15th Feb.

U.S.S. "Dewey" ... Leave Hongkong 18th Feb.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS &amp; JAVA.

1st Floor, Queen's Building, Phone Central No. 8008.

G. P. BRADFORD, Res. Agent.

## RONINKLYKE PAKETVAARJ MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

## THE STEAMSHIP

## "VAN OVERSTRATEN"

will be despatched to

SINGAPORE &amp; BELAWAN-DELI Direct.

22nd January.

1st Class Fare to Singapore:—\$100.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

## JAVA-CHINA-JAPAN-LYN,

Telephone Central No. 1574 Agents

## HUGO STINNES LINIEN

Regular Monthly Freight and Passenger Service between Japan, China, Hongkong

Manila and Straits and Hamburg and other North Continental Ports.

OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
Ludendorff ...	12,250 tons	about 27th Jan.
*Carl Legion ...	9,000 tons	about 2nd half Feb.
Havenstein ...	12,250 tons	about 2nd half Mar.
*Adolf von Bayer ...	9,000 tons	—
Hindenburg ...	12,250 tons	—

## HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Emil Kirdorf ...	9,000 tons	about 30th Jan., 1923.



**"ELLERMAN" LINE**

ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

UNITED KINGDOM &amp; CONTINENT SERVICE.

OUTWARDS.

S.S. "CITY OF SIMLA" ... 9th Feb. ... Shanghai, Kobe &amp; Yokohama.

HOMEWARDS.

S.S. "CITY OF YORK" ... 14th Feb. ... Marseilles, London &amp; Hamburg.

## PASSENGER SERVICE.

S.S. "CITY OF SIMLA" ... 9th Feb. ... Shanghai, Kobe & Yokohama.  
 S.S. "CITY OF YORK" ... 14th Feb. ... Marseilles, London & Hamburg.  
 S.S. "CITY OF SIMLA" ... 24th March ... Marseilles, London & Hamburg.  
 S.S. "CITY OF POONA" ... 2nd half April ... Marseilles, London & Hamburg.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

REISS &amp; CO., CANTON.

(Tel. Central 7807)

## BOSTON AND NEW YORK

Joint Service, of the

**"BLUE FUNNEL" LINE**

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

## AMERICAN &amp; MANCHURIAN LINE

ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

S.S. "CITY OF DUNKIRK" ... via Suez Canal ... 25th January.  
 S.S. "NINGCHOW" ... via Suez Canal ... 5th February.  
 S.S. "CITY OF BAGDAD" ... via Suez Canal ... 15th February.  
 S.S. "HYSON" ... via Suez Canal ... 25th January.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD &amp; SWIRE OR THE BANK LINE, LTD. HONGKONG.

(JOHN SWIRE &amp; SONS, LTD.)

HONGKONG AND CANTON. REISS &amp; CO. CANTON.

**M. MESSAGERIES MARITIMES M.**

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgs. and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
AMBOISE	...	...	27th Jan.
CORDILLERE	...	...	6th Feb.
ANGERS	15th Dec.	20th Jan.	20th Feb.
ANGERS	29th Dec.	2nd Feb.	6th March
AYAZ LE RIDEAU	12th Jan.	16th Feb.	20th March
PORTEOS	26th Jan.	2nd March	3rd April

## RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... £120. 0s. 0d. B CLASS (1st Class) ... £110. 0s. 0d.  
 STEAMERS 2nd ... £86. 0s. 0d. STEAMERS 2nd ... £60. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

for HAVRE, ANTWERP &amp; DUNKIRK.

Sailings and dates subject to alteration without notice.

For further Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY &amp; FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG ... Capt. Ellis Walker ... 19th Jan., at 12 Noon.  
 HAIKONG ... Capt. W. C. Passmore ... 22nd Jan., at 1 p.m.  
 HAIKONG ... Capt. J. S. Thomson ... 26th Jan., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK &amp; CO.,

General Managers

## JAPAN COAL

AND

## GENERAL IMPORTS &amp; EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE &amp; FIRE INSURANCE CO

THE OSAKA MARINE &amp; FIRE INSURANCE CO

## MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKIO

No. 14, PEDDER ST., HONGKONG.

**P. & O., British India**  
**Apcar and**  
**Eastern & Australian**  
**Lines**

COMPANIES Incorporated in ENGLAND.

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES,  
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
 MEDITERRANEAN, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"SUDAN"	6,700	24th Jan.	Singapore, Penang, Colombo & Bombay
"SARDINIA"	6,500	24th Jan.	Marseilles, London & Antwerp.
"NELLORE"	6,800	7th Feb.	do.
"DELTA"	8,000	7th Feb.	Mars. L'don, A'werp. & R'dam.
"SICILIA"	6,700	16th Feb.	Singapore, Penang, Colombo & Bombay
"KHIVA"	9,000	21st Feb.	Mars. L'don, A'werp. & R'dam.
"BANCA"	6,000	6th Mar.	Singapore, Penang, Colombo & Bombay
"MOREA"	11,000	7th Mar.	Bombay, Mars. L'don, A'werp.
"SUDAN"	6,700	19th Mar.	Singapore, Penang, Colombo & Bombay
"KARACHI"	8,500	21st Mar.	Marseilles, London & Antwerp.
"DONGOLA"	8,000	4th Apr.	do.
"SICILIA"	6,800	13th Apr.	Singapore, Penang, Colombo & Bombay
"NANKIN"	7,000	18th Apr.	Marseilles, London & Antwerp.
"KARACHI"	9,000	2nd May	do.
"KASHGAR"	9,000	18th May	do.
"NYANZA"	7,000	30th May	do.
"NOVARA"	6,850	13th June	do.
"DELTA"	8,097	27th June	do.
"MALWA"	10,941	11th July	do.
"DEVANHA"	8,097	25th July	do.

\* Will Call at Hamburg if sufficient inducement offers.

## BRITISH INDIA - APCAR SAILINGS

"GREGORY APCAR"	7,000	3rd Jan.	Singapore, Penang & Calcutta.
"TARADA"	7,000	11th Feb.	Singapore, Penang & Calcutta.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	45,000	31st Jan.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne
--------------	--------	-----------	---

Frequent connections from Australia with the following—  
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILING TO SHANGHAI &amp; JAPAN

"MOREA"	11,000	28th Jan.	Shanghai, Moji, Kobe & Yokohama
"SICILIA"	6,700	2nd Feb.	Shanghai only.
"TORI LA"	5,500	4th Feb.	Shanghai & Japan.
"EASTERN"	8,000	6th Feb.	Japan Direct.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\* Passengers for Baggage must defray their own Hotel expenses at Singapore while await in the on carrying steamer.  
 First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Rangoon and Madras in lieu of the service of their P. & O. Steamer Singapore to Calcutta.

All Cargoes are fitted with Electric Fans free of charge.  
 Parcels measuring not more than 34 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.  
 For Further Information, Passage Rates, Freight Handbooks, etc., apply to—

## MACKINNON, MACKENZIE &amp; CO.,

31, Des Voeux Road, Central, HONGKONG. Agents.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston (ann/or New York by fast freight steamers)

For BOSTON

and

NEW YORK

S.S. "MOORISH PRINCE" ... 10th February.  
 S.S. "CELTIC PRINCE" ... about 9th March.

For Freight and full particulars apply to—

## FURNESS (FAR EAST) LIMITED,

Telephone: Central 3185

Telegrams (Paravision)

(Incorporated in Great Britain)

84, George's Building

**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM, ANTWERP &amp; MARSEILLES

Monthly direct service via Singapore and Port Said.

"ARGUN MARU" (Omit Marseilles) ... Thursday, 16th Feb.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN &amp; CAPE TOWN—via SAIGON &amp; SINGAPORE. PASSENGER SERVICE.

"CHICAGO MARU" ... Wednesday, 14th Feb.

BOMBAY &amp; COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"CELESTIA MARU" ... Sunday, 21st Jan.

"INDO MARU" ... Monday, 6th Feb.

SAIGON, BANGKOK &amp; SINGAPORE—Regular monthly Passenger Service.

"KISHU MARU" ... Thursday, 1st Feb.

CALCUTTA via SINGAPORE &amp; RANGOON.

"BORNEO MARU" ... Monday, 12th Feb.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—via Shanghai and Japan Ports. Taking cargo to OVERLAND PORTS U.S.A. &amp; CANADA—Passenger Service.

"AFRICA MARU" ... Friday, 18th Feb.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco

Panama and Cuban Ports.

"ALASKA MARU" ... Thursday, 26th Jan.

JAPAN PORTS—Kobe &amp; Yokohama

"LONDON MARU" ... Sunday, 21st Jan.

KHEILUNG via SWATOW &amp; AMOY—These Steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers.

"KAJO MARU" ... Every Sunday, 10 a.m.

"AMAKUSA MARU" ... Thursday, 18th Jan.

TAKAO via SWATOW &amp; AMOY.

"SOMA MARU" ... Thursday, 18th Jan.

For sailing dates and further particulars please apply to—

K. SHIMA, Manager.

**C. N. C.**  
**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SHANGHAI	"KIUKIANG"	On 18th Jan., 10 a.m.
SWATOW & SHANGHAI	"SUIYANG"	On 18th Jan., 10 a.m.
SWATOW & AMOY	"KAYANG"	On 18th Jan., 4 p.m.
NINGPO & SHANGHAI	"CHUNKIANG"	On 18th Jan., 4 p.m.
SHANGHAI & TSINGTAO	"YUCHOW"	On 20th Jan., 10 a.m.
SWATOW & SHANGHAI & FUKOW	"KWEILIN"	On 21st Jan., 10 a.m.
SHANGHAI	"CHENGTO"	On 22nd Jan., Noon.
SWATOW & BANGKOK	"TAMING"	On 23rd Jan., 10 a.m.
MANILA, CEBU & ILOILO	"LIANGCHOW"	On 23rd Jan., 4 p.m.
SHANGHAI & TSINGTAO	"LIANGCHOW"	On 24th Jan., 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE

TELEPHONE CENTRAL 36

(JOHN SWIRE &amp; SONS, LTD.)

CARGO &amp; PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE (John Swire &amp; Sons, Ltd.)

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila & Australian Ports
"TAIYUAN"	12th Feb.	17th Feb.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provision etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Between Pukow, large boats through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD &amp; SWIRE

Telephone Central No. 36. (JOHN SWIRE &amp; SONS, LTD.) Agents.

## DODWELL &amp; CO., LIMITED.

REGULAR SAILINGS TO NEW YORK &amp; BOSTON

For NEW YORK &amp; BOSTON via SUEZ

S.S. "HOWIE CASTLE" ... sailing on or about 16th January.

## LLOYD TRIESTINO.

TAKING CARGO OF THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORT

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "PERSIA" ... sailing on or about 2nd February.

FOR BRINDISI, VENICE &amp; TRIESTE

S.S. "FIUME" ... sailing second half of January.

S.S. "PERSIA" ... sailing second half of February.

Passengers' Luggage can be insured at the Office of the Agents.

## NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS via COLOMBO.

S.S. "UMSINGA" ... sailing about 10th February.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LIMITED.

Agents.

## PACIFIC MAIL S.S. CO.,

MANAGING AGENTS.

## U.S. SHIPPING BOARD EMERGENCY

## FLEET CORPORATION.

## TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports \$120 payable in local currency

First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via HONGKONG, KOREA, YOKOHAMA AND MANILA

S.S. "PRESIDENT CLEVELAND" ... Leaves Hongkong ... Arrives San Francisco

S.S. "PRESIDENT PIERCE" ... Jan. 23rd ... Feb. 12th

S.S. "PRESIDENT WILSON" ... Jan. 31st ... Feb. 22nd

S.S. "PRESIDENT WILSON" ... Feb. 14th ... Mar. 8th

Sailings and Dates subject to change without Notice.

## HONGKONG-MANILA SERVICE

S.S. "PRESIDENT PIERCE" ... Leaves Hongkong ... Arrives Manila

S.S. "PRESIDENT WILSON" ... Jan. 22nd ... Feb. 24th

S.S. "PRESIDENT WILSON" ... Feb. 5th ... Feb. 7th

## HONGKONG-CALCUTTA SERVICE

For CALCUTTA via SINGAPORE, PENANG AND RANGOON

S.S. "LAKE FIELDING" ... Jan. 20th

## TAMPA INTER-OCEAN S.S. CO

For SAVANNAH, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE &amp; NEW YORK.

S.S. "DEYDEN" ... Jan. 31st

S.S. "HEYFON" ... Last Half February/First Half March.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone: Central 141 Address: Cable: "POLARIS" 1st Floor, Queen's Building, Hong Kong

Agents at CANTON—REISS &amp; CO.



